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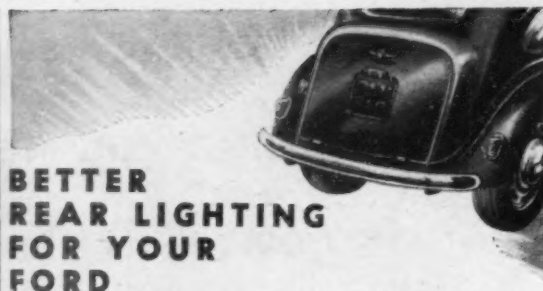
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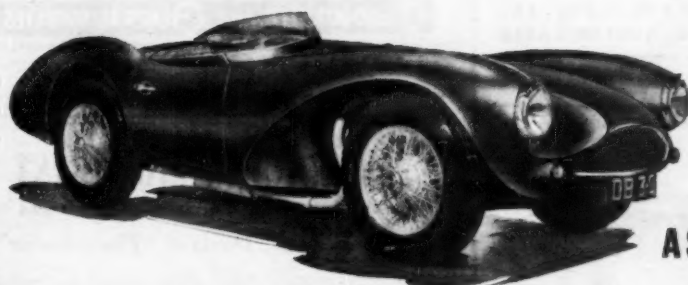
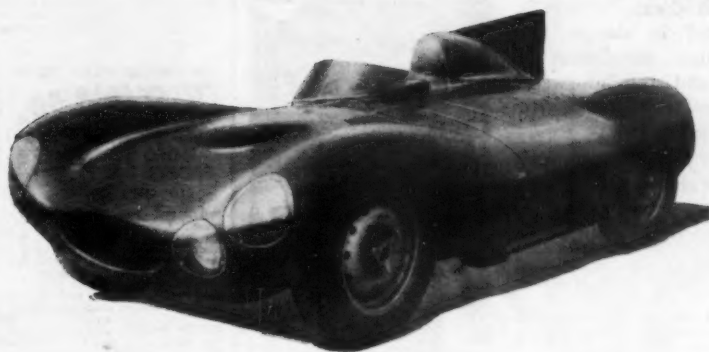
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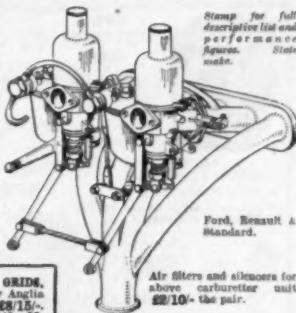
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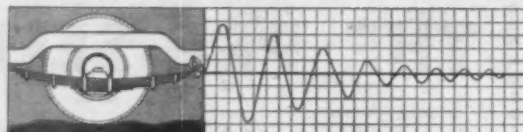
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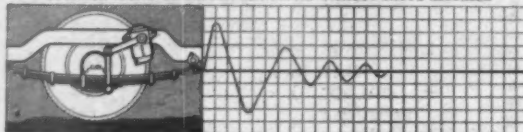
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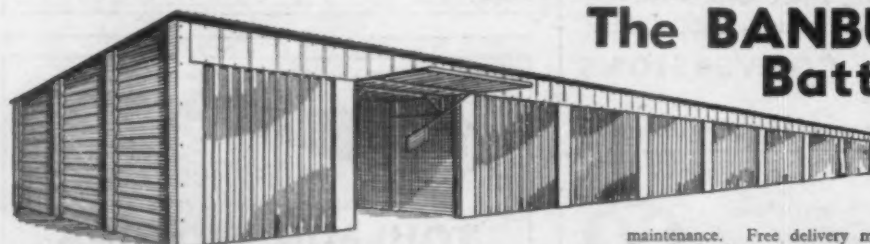
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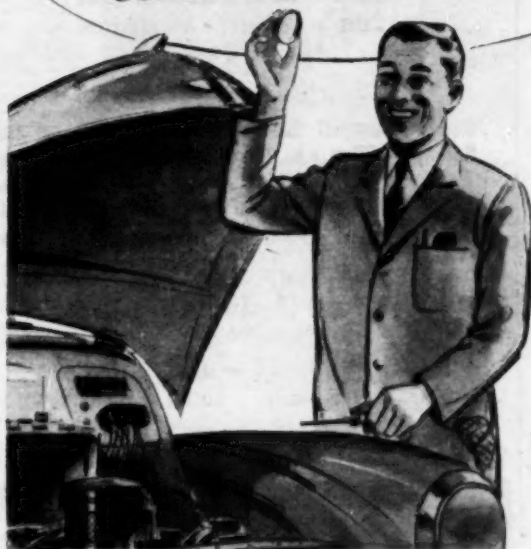
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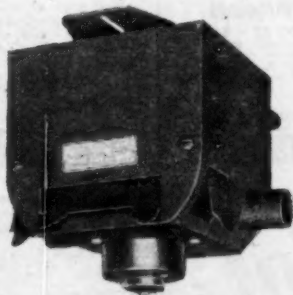
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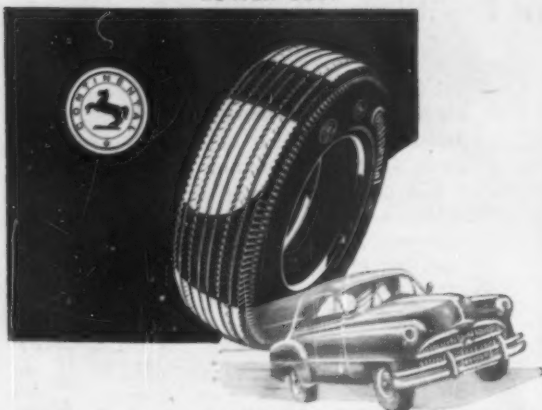
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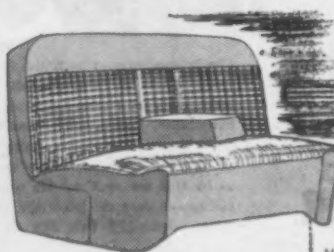
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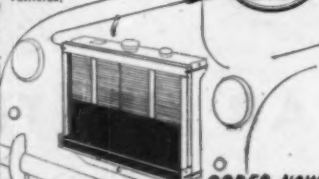
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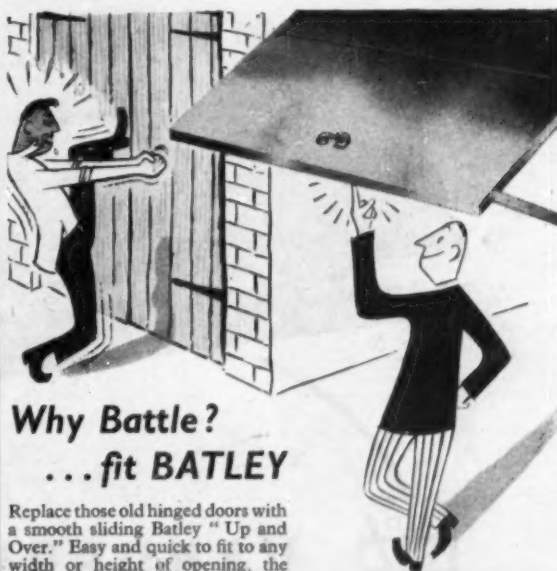
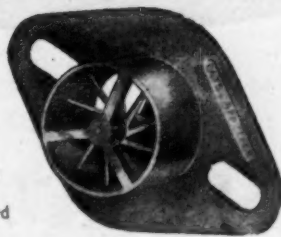
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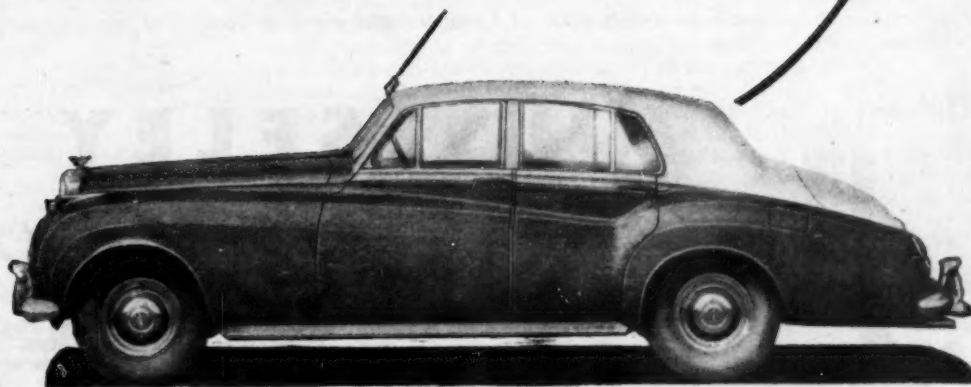
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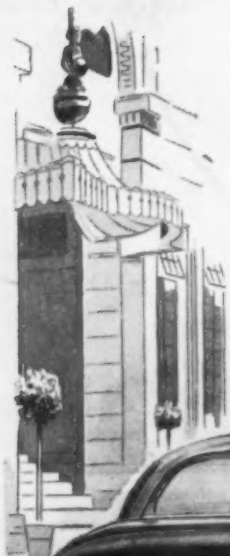


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No. 3135

Friday, 30 December 1955

Vol. 103

1956—A Challenging Year

FOREWARNED, it is held, is to be forearmed; whether true or not, there can be no doubt that it is always better to be prepared. For the British Motor Industry and indeed for motorists too, the New Year promises to be an unusually stimulating one, and now seems to be an appropriate time to do some scouting around the opportunities and the problems which can be expected to arise.

Of achievements during the last 12 months there have been many, and one main outcome in our motor industry has been to place it in a stronger position technically than at any time previously. Taken over all, British cars are more efficient, more attractive and represent better value for money than at any time since the war. If there are any faults to be found they are small ones, but there is a risk that even these, where they exist, may assume "ha'porth of tar" significance. It might be said of some British as well as foreign cars that not always is sufficient trouble taken over the icing of an otherwise excellent cake. As all motorists know, a few minor irritations, particularly if they are recurrent ones, can blind the most understanding and reasonable owner to all the other good features of his car.

Figures for 1955 indicate that we have enjoyed a record year for exports. Should British cars not continue to sell as well in the export markets of the world—or those where artificial barriers do not prevent sales—it will be because our sales and after-sales organizations have been outgeneralled or outmanoeuvred and not because the products are lacking in merit and competitive appeal. There is some risk of this happening but it is a danger about which all manufacturers by now should be forewarned.

To export for the good of the nation has been a readily accepted obligation, but it seems that in the months to come there will be an added incentive. This is because the home market may be unwilling or unable to absorb as large a proportion of new cars as in recent years. Yet with production increasing, more vehicles must obviously be sold. And production must increase or prices will inevitably rise both for proprietary equipment and for complete vehicles.

Where to Concentrate

WHERE best are these vehicles to be offered? There is no doubt as to the answer: in free dollar markets. While the export figures throughout the world have been generally encouraging for the British industry, there have been less pleasing returns for Canada and the United States. Here some British vehicles continue to sell well on their special appeal, but the really big markets for second and third family cars are for economical transportation rather than for the enthusiast's sports car. If the present efforts (and one or two makers of sporting cars have achieved much for which the country should be grateful) can be maintained, this last-named class of vehicle will go on bringing in credit in both senses.

It is the British family cars in small and medium sizes which could command a much larger market in the all-important areas across the Atlantic, and they will do if they are adequately presented, intelligently sold and if—and this is even more important—the owners, as a result of the service of the cars and the selling agents, repeat their orders year after year as new models become available. American manufacturers seek to make each new model so attractive that the previous one no longer has sufficient appeal to its owner. But, paradoxically, this implies that the earlier car was so satisfactory that the owner is open to offers of a second or third helping of the same make. Finding new markets and new owners is extremely important but no more so—some might even say less—than keeping existing ones.

Obviously there are many differences between the approach to be made to an overseas buyer and that for one at home, and it is these details which must and are being absorbed to an increasing extent as the accent on sales moves farther from home to ever more competitive export markets.

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NEWS AND VIEWS

Ministry Change

THE new Minister of Transport and Civil Aviation in succession to Mr. John A. Boyd-Carpenter is Mr. Harold Watkinson, who has been Under-Secretary of the Ministry of Labour. Mr. Boyd-Carpenter becomes Minister of Pensions and National Insurance.

Doubling Up

WEST German economists predict that there will be 3,000,000 cars in their country in 1963—the total was 1,500,000 last April.

Record Output

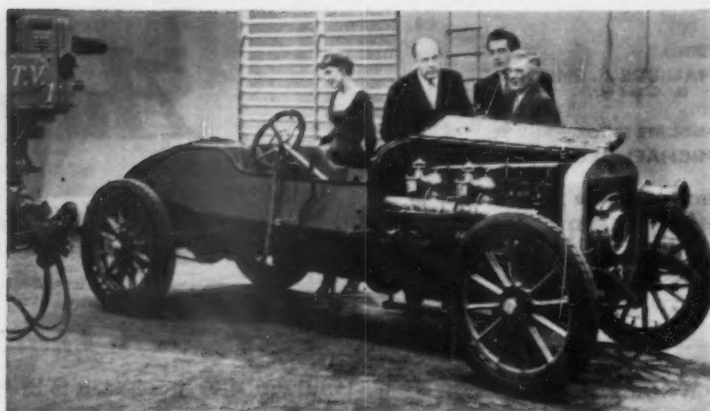
THE United States motor industry was expecting to reach a record output of 8,000,000 cars during 1955. Up to mid-December, Chevrolet had a comfortable lead over Ford in the production race—1,729,498 compared with 1,669,366 by Ford.

Errors on the Right Side?

WEAR and tear errors in most types of petrol pumps can be very large, says the chief officer of Middlesex County Council public control committee, in his annual report. "In the old-fashioned type of piston pump," he says, "such errors were usually due to piston trouble and were usually errors of deficiency. Such pumps are infrequently found now, and the modern flow meter usually gives errors in excess when it wears."



A NEW LINE of tyre treads, reinforced with steel strands, is exciting attention in America. Strands of flexible, high-strength steel wire are embedded into the tread rubber in two layers of parallel filaments, one at right angles to the other. They are claimed to proof the tread against rupture, to keep the tyre much cooler, and to reduce the danger of the tread being cast at high speed. This principle is well known in Europe in the Michelin X tyre



Memories of the 500 miles French Grand Prix of 1908 are recalled on television, as Lord Brabazon (second from the left), driver of one of the three Austin 100 h.p. racing cars which took part, and Mr. A. Depper (right), then one of the racing mechanics and still working as an experimental engineer with the Austin Motor Company, study one of the cars. (Associated Rediffusion programme)

New Zealand Trial

NEW ZEALAND'S longest motoring trial, the 2,500-mile Southland Centennial, will be held from January 11 to 17, 1956. The trial will start and finish at Invercargill; the first prize will be worth £1,000 sterling.

Armorial Bearings

A GRANT of armorial bearings has been made to the Institute of the Motor Industry. It incorporates the motto *Integritas et Scientia* (Integrity and Knowledge). Supporting the crest is a daw—an allusion to the President of the Institute, Mr. Stanley S. Dawes.

For Urban Motorways

IT is no good speeding your traffic to the outskirts of a town and then leaving it to fight a way through on present streets. That is the argument put forward by the British Road Federation. Their urban motorway campaign is gathering force, and there is to be an international conference in September next year to discuss the subject. In the meantime, a pamphlet has been issued putting the case for urban motorways.

Curved Glass

MORE and more cars are being produced with wraparound windcreens and rear windows; but this steadily rising demand is only one of the problems facing the Triplex Safety Glass Co., Ltd. Sir Graham Cunningham, chairman and managing director, speaking at the company's annual meeting, said that nearly all cars sold in this country were fitted with Triplex toughened glass. But he noted that export models, especially for America and Canada, had laminated windcreens. Thus for cars exported to those countries, laminated and toughened glasses were required, which entailed two entirely different manufacturing plants. Further, wraparound windows demanded more storage space than flat or simply curved glasses.

It was proposed to open a department at the Willemsen factory for fundamental research, with new buildings and equipment. The present laboratories are said to be fully occupied in solving urgent production problems.

Lighting-up Time

THE 1956 lighting-up timetable and mileage indicator is now obtainable free from any office of the Royal Automobile Club.

Cars in London

SPEAKING at the annual lunch of the City of London Streets Committee, the then Minister of Transport, Mr. J. Boyd-Carpenter, said he would continue to reject the suggestion that private cars should be denied entry to certain parts of London. He said that he thought this was neither fair, nor fairly enforceable. But he added that unlimited free parking on the streets was not a practical possibility if the prime purpose—that of moving traffic—was to be preserved.

Gas Turbine Car?

DEVELOPMENT and successful testing of a gas turbine engine for a family type car called the Firebird II has been announced in Washington by the General Motors Corporation. The new engine uses what is described as a regenerator to improve fuel economy—Mr. Harlow Curtice, G.M. president, says it gives promise of being able to operate with substantially the same economy as present-day piston engines. With the aid of this regenerator—presumably a type of heat exchanger—the inconveniently hot, high-speed exhaust blast experienced with earlier G.M. turbine engines is not only avoided but turned to profitable use.

Tax Three Times Price

A SURTAX on imported cars—in some cases as high as three times the price of the car—has been announced by the Argentine Government, but even with these taxes, prices will be lower than those at which similar cars have been sold during the past few years, for during the Peron régime import of cars was banned except for the favoured few. For cars costing less than £560 the tax equals £825, and for cars costing between £560 and £700 (the upper limit permitted to be imported), the tax is equal to £2,355. Second-hand cars may be imported provided they are not more than three years old; the surtax on these is reduced by five per cent for each year of the car.



Sightseeing on the Cape Peninsula—at Chapman's Peak, near Cape Town

AFRICA TODAY

ALL over Africa the motor car has exerted its influence as a harbinger of civilization, and in only a few territories is it possible really to "go for bush," as the Nigerian has it. Elsewhere the rule of law and order, spread and maintained largely by the internal combustion engine, has its sway.

Occasionally there are savage break-outs, as with Mau Mau in Nairobi. Elsewhere there is friction in the clash of nations. In its teething troubles, also, Africa seems to have affinities with the car, but it is to be hoped that its journey to adulthood will be as successful as those of the cars whose tours are illustrated in these photographs.



Above: a quaint reversal—artful intimidation of untutored minds.
Left: a Hillman Minx on holiday safari in Kenya is ferried across a stream into Mau Mau country



JANUARY BRINGS THE SNOW MAKES OUR FEET AND FINGERS GLOW FEBRUARY BRINGS THE RAIN THAWS

THE MOTORING YEAR

Thirteen Per Cent Increase in Home Car

Registrations as British Living Standards Rise

THIS is a standstill year," motorists were saying a month or two before the Motor Show. But rumours, as well as prototypes, had been circulating in London and Paris long before the first of the year's yardsticks appeared. It was the M.G.A., and burst forth from Abingdon clad in an aerodynamic coat, to break the M.G. tradition of sporting body design. None who watched the cream and chromium display car turn slowly on the Earls Court stand—as though a model were showing off her 100-guinea dress—could doubt the success of the new A type.

Following closely on its heels came the 2.4 Jaguar, to fill another gap, this time in the fast sports saloon range. It attracted crowds, too, at the Show and so did the Sunbeam Rapier, with its incisive lines and pretty two-tone styling, which caught many a visitor's eye and stole many a motorist's heart.

But by that time, Paris had been startled by *La Déesse*, a heavenly visitor in the novel shape of the Citroën DS19. "What's it like? All operated by a hydraulic system? Disc brakes, too?" On the morning the news broke, October 5, everyone wanted to know, and soon reports of the new car crystallized into something as advanced in its technical, styling and safety features as the model it replaced (the 11 c.v.) had been all those 21 years ago. But it was some weeks before the significance of the DS19's many innovations came fully home to us in Britain. A description and cutaway drawing appeared in our first show issue, October 24.

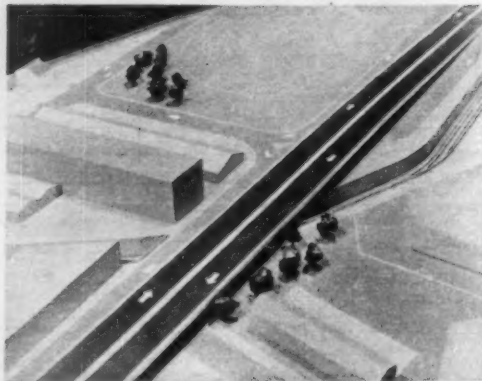
There was, however, another history maker from abroad, which made its debut earlier in the year; at the Geneva Show, in fact. The unusual rear-engined Fiat 600 is now becoming common on the roads, and is a cap-setter in the small car range.

Automatic transmission came as a standard fitting, without any alternative, on British cars in 1955, Bentley and Rolls-Royce offering it on the S and Silver Cloud Series.

Industry news included the vast expansion schemes announced by leading manufacturers. Ford's of Dagenham, for instance, have a £65 million programme, and details of the Vauxhall plan became available in January, showing that this firm is spending £36 million, in order to double the company's output. Gas turbine cars continued in the experimental stage, without any epoch-making development, unless it was the pre-Christmas reports from America of a turbine-engined family saloon developed by General Motors.

A melancholy memory is of the Le Mans tragedy, where a chance-in-a-million incident was followed by the withdrawal of Mercedes from the race, and a temporary ban on motor racing by the French Government, the sequel having been cancellation after cancellation of the annual Grands Prix. About that time a private member's Bill to promote a circuit in the Peak District of Derbyshire was in the offing, but later the project retired gracefully before the possibility of the Donington Park circuit being opened again within a year or two.

Jubilees have been the fashion—our own Diamond and the A.A. Golden in particular. The latter was celebrated by a number of events ranging from a re-presentation of the Guards run to Hastings (1909) to a cavalcade of motoring history in rose-scented Regent's Park, where H.R.H. the Duke of Edinburgh took the salute.



Most significant legal news for motorists was the Parliamentary statement in May that parking without lights would be permitted under certain conditions, and these regulations came into force (for London) on September 21. When November came along, there was a hasty plea by the Ministry of Transport for motorists to use their discretion in murky weather so that there was no danger of parked cars being an invisible hazard in the smog.

The autumn budget brought a rise in purchase tax on cars from 50 to 60 per cent of the wholesale value, resulting in a general all-round increase in prices which must have cheered visitors to Earls Court during the last few days of the Motor Show! Timing could have been more opportune. Hire purchase regulations had already been altered earlier in the year, bringing back restrictions relaxed in 1954, but without such stringency.

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JANUARY BRINGS THE SNOW MAKES OUR FEET AND FINGERS CLOW FEBRUARY BRINGS THE RAIN THAWS

THE MOTORING YEAR

Thirteen Per Cent Increase in Home Car

Registrations as British Living Standards Rise

"THIS is a standstill year," motorists were saying a month or two before the Motor Show. But rumours, as well as prototypes, had been circulating in London and Paris long before the first of the year's yardsticks appeared. It was the M.G.A., and burst forth from Abingdon clad in an aerodynamic coat, to break the M.G. tradition of sporting body design. None who watched the cream and chromium display car turn slowly on the Earls Court stand—as though a model were showing off her 100-guinea dress—could doubt the success of the new A type.

Following closely on its heels came the 2.4 Jaguar, to fill another gap, this time in the fast sports saloon range. It attracted crowds, too, at the Show and so did the Sunbeam Rapier, with its incisive lines and pretty two-tone styling, which caught many a visitor's eye and stole many a motorist's heart.

But by that time, Paris had been startled by *La Désée*, a heavenly visitor in the novel shape of the Citroën DS19. "What's it like? All operated by a hydraulic system? Disc brakes, too?" On the morning the news broke, October 5, everyone wanted to know, and soon reports of the new car crystallized into something as advanced in its technical, styling and safety features as the model it replaced (the 11 c.v.) had been all those 21 years ago. But it was some weeks before the significance of the DS19's many innovations came fully home to us in Britain. A description and cutaway drawing appeared in our first show issue, October 24.

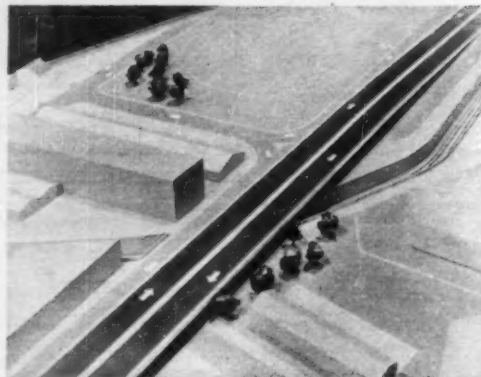
There was, however, another history maker from abroad, which made its debut earlier in the year; at the Geneva Show, in fact. The unusual rear-engined Fiat 600 is now becoming common on the roads, and is a cap-setter in the small car range.

Automatic transmission came as a standard fitting, without any alternative, on British cars in 1955, Bentley and Rolls-Royce offering it on the S and Silver Cloud Series.

Industry news included the vast expansion schemes announced by leading manufacturers. Ford's of Dagenham, for instance, have a £65 million programme, and details of the Vauxhall plan became available in January, showing that this firm is spending £36 million, in order to double the company's output. Gas turbine cars continued in the experimental stage, without any epoch-making development, unless it was the pre-Christmas reports from America of a turbine-engined family saloon developed by General Motors.

A melancholy memory is of the Le Mans tragedy, where a chance-in-a-million incident was followed by the withdrawal of Mercedes from the race, and a temporary ban on motor racing by the French Government, the sequel having been cancellation after cancellation of the annual Grands Prix. About that time a private member's Bill to promote a circuit in the Peak District of Derbyshire was in the offing, but later the project retired gracefully before the possibility of the Donington Park circuit being opened again within a year or two.

Jubilees have been the fashion—our own Diamond and the A.A. Golden in particular. The latter was celebrated by a number of events ranging from a re-presentation of the Guards run to Hastings (1909) to a cavalcade of motoring history in rose-scented Regent's Park, where H.R.H. the Duke of Edinburgh took the salute.



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LEGAL CHANGES

Parking of cars without lights was legalized on September 21, 1955, on roads subject to the 30 m.p.h. speed limit (but not on bus or trolley routes) if: (1) the left side is close to and parallel with the kerb; (2) no part of the vehicle is more than 20 yards from an illuminated street lamp; (3) it is not within 15 yards of a road junction. Parking lights, or right-hand front and rear lamps, will be permitted on limit roads with a similar proviso about position in relation to kerb and road junctions, but within 100 yards of a street lamp (lit or unlit). These regulations were for London only, and separate arrangements were to be made in other districts.

Hire purchase restrictions came into effect on February 25, 1955, fixing the minimum deposit at 15 per cent of the cash price, and the maximum period for repayment at 24 months.

Yorkshire motorway; it has been the main prop in the Ministry of Transport's propaganda ever since. The route of the first 53 miles was published on September 20, and if any readers have a crystal in their possession, perhaps they could put it to good use in forecasting the date of completion of the project. Work has started, however, on the Markyate by-pass, a bridge on A30 at Hook, in Hampshire, the Cromwell Road extension in London; and a new bridge over the Neath has been opened by the Minister, who has also published lines of the Lancaster and St. Albans by-passes.

Members of the Conservative and Labour parties attended conferences at Bournemouth and Margate this autumn, which resulted in two petitions (C and L) urging that modern roads should be built and that a special loan be raised to provide the funds.

The question of finance has been prominent throughout the year. The Road Fund as such died a natural death in the summer, to be replaced by a normal departmental Vote, but as benefits to the roads out of the fund were infinitesimal, its departure has not been noticed. There is, however, an increasing tendency to talk about the setting up of an authority to raise road loans and arrange finance of the needy projects.

Another by-product of congestion, the parking problem, has rumbled on in all its facets: underground, overground and metered. In the first category came the grand schemes for Grosvenor, Cavendish and Finsbury Squares which have been afoot since 1954. The Government, we fondly thought, were quite favourably inclined; then came the credit squeeze; then came Mr. Boyd-Carpenter's judgment in November. It was adverse, for the projects had been rejected, and without official backing it is unlikely that private authorities will go ahead. Other cities have been thinking in burrowing terms as well, notably Birmingham and Edinburgh, neither having got far yet.

October 13 brought the beginning of a campaign against parking meters by the Standing Joint Committee of the motoring organizations. Earlier, experimental equipment had been installed at two sites in the capital, and the 1954 report of the London and Home Counties Traffic Advisory Committee warned that meters would not increase the space available.

The first step in the anti-democratic plot to squeeze

Car of the Year? The 2.4-litre Jaguar



Surveying his latest brainchild, the 2.4-litre, is W. Lyons, head of the Jaguar company

Politician of the Year? Seven-month Minister

POLITICIANS, like parish priests and after-dinner speakers, are a race apart, and must be judged as such. The ability to sell themselves to a voting public is a gift, depending on the not-easily-attained powers of the orator.

The Minister of Transport who reigned in Berkeley Square until Government changes were announced on December 21, 1955, appeared on the Parliamentary scene in 1945, when he was elected Conservative member for Kingston-on-Thames, Surrey, and took his place on the Opposition back benches, facing Mr. Attlee's post-war Labour government. By 1951, when Sir Winston Churchill's half of the political see-saw again swung uppermost, Mr. John Boyd-Carpenter had come sufficiently into the party forefront to receive the appointment of Financial Secretary to the Treasury. His first-hand financial knowledge no doubt stood him in good stead during the seven months of office, for transport is inextricably connected with economics.

Amongst his academic achievements, incidentally, is an Economics Diploma, and he holds a degree in history. It is not hard to believe, when hearing him speak, that he graduated to Westminster through the Oxford Union, holding office as president in 1930. He enunciates clearly and one can discount any tendency to repetition, for it is common to politicians, just as polylogy is second nature to the legally trained.

Mr. John Boyd-Carpenter was called to the Bar in 1934 and his war service



was spent in the Scots Guards, in which he held several staff appointments.

This was the background which the erstwhile director of rail, road and air policy in Great Britain brought to the Ministry of Transport. In Parliamentary terms, Mr. John Boyd-Carpenter is young to hold an important office and one gets an impression of determination from the jutting chin and very dark eyebrows which, like his hair, obviously refuse to be oppressed. His lips protrude and a

clearly marked line curves out and down from each corner. He has the round face which goes with men of his stature and he accompanies his speech with gestures, his pleasant conversation with laughs, smiling for the photographer who points a lens at him. He has left transport to become Minister of Pensions and National Insurance, and as such departs from the motorist's immediate field of interest.

The newcomer to the title Minister of Transport, also a young man, is Mr. Harold Watkinson, who has been a member since 1950. He was previously parliamentary secretary to the Ministry of Labour, and has a technical and engineering background. Communications are the hinge upon which all industry depends, for if the door is shut no goods can find their destination, nor can the material from which they are made reach the factories. Therefore it is futile to raise productivity unless transport can carry its fruits to the consumer at home or abroad, so that one looks at the new Minister, and wonders whether he is a leader, likely to impress upon the Government the need for relief of congestion, and the fact that expenditure on roads pays dividends. Or will he allow the Treasury to convince him that there is no money to spare on public works (unless it buys votes)?

Only time can give the answers, but such frequent changes in Government positions cannot help to speed up departmental work. Imagine changing one's job twice in a year!

STUDENT OF POLITICS.

private cars out of Central London has come, in the guise of the London Transport announcement that they would enlarge and build 20 car parks near suburban railway stations, and the Minister of Transport has given his blessing. Readers do not need reminding, of course, about the insidious campaign carried on by the L.T.E. against private vehicles in favour of public transport.

A parking postscript: Paris police have powers to tow away inconsiderately placed vehicles.

Sweden prefers to keep to the left, and her citizens said so in no uncertain terms at a plebiscite held on October 16. In preferring the left hand of the road the country is in keeping with Pakistan, Great Britain and Japan, but out of step with European neighbours.

Of inland towns, Slough and Oxford have been in the news, the university city because of the controversy which has raged in its usually studious midst about relief roads. The overwhelming tide of opinion was against the plans for building through Christ Church meadow, and these were finally abandoned. Proposal and counter-proposal have followed each other in quick succession throughout 1955, and there is to be a public enquiry on February 1, 1956.

The Buckinghamshire industrial location has been the proud possessor of the label "Slough, Safety Town," since April 2, when an intensified experiment to gather information about accidents, their cause and prevention, was started. It will continue for two years, and perhaps one of the most important features so far has been the experimental vehicle testing centre which was started in June and remained open throughout July. Much valuable information has been gathered from the 1,810 tests conducted, and later in the year (October 12) a Government centre started operations at Hendon. In the meantime, Parliamentary discussion about spot checks goes on, a new clause having been approved for addition to the Road Traffic Bill.

The Bill is now in committee, and has been since before the summer recess, but the Minister is making efforts to speed the measure on its way. Discussion has ranged

through vehicle testing, to speed limit signs, parking meters, disqualification and careless driving, right down to dogs. The words spoken have been many.

Perhaps the most notable addition to the Bill is the "drunk-in-charge" clause, which seeks to clarify the position of those charged with driving under the influence of drink or drugs. If the accused driver could prove, roughly speaking, that there was no possibility of him having driven the car while unfit to do so, he would not be convicted.

For the rest, the Government's proposals to impose disqualification for a second speeding offence have been thrown out, to the accompaniment of sighs of relief, heaved by not-always-winged motorists.

From the ragbag comes news of a radar speedmeter, one of the less desirable imports from America; and of vehicle-actuated traffic lights which have worked wonders in shortening queues at such complicated junctions as Vauxhall Cross and the Monument (London). Driving tests have been sat, failed and passed, the unsuccessful candidates (about 45 per cent last year) carrying on their normal grumbles about unfairness, categorically denied, in the usual way, by the authorities. There are to be more driving examiners, if Ministry plans go forward. Flashing indicators have continued to be the spasmodic subject of Parliamentary questions, and a report of investigations made is expected from the Road Research Laboratory.

Regulations issued in September include two proposed new traffic signs, each depicting children, two with satchels and two playing ball, which warn of "School" and "Children."

London parks have been in the limelight: the speed limit for Constitution Hill and Birdcage Walk (St. James's Park) was raised from 20 to 30 m.p.h. at the end of June, a move which had long been urged upon the Ministry of Works. And we might, one day, have a Hyde Park Boulevard (twin carriageways to enlarge present Park Lane, which would use the fringe of the park), but the Government is still considering it.

PROPOSALS have been made by the special sub-committee of the Commission Sportive Internationale to amend the current racing formulae (page 1017, December 16). Although these await further discussion at Frankfurt on January 10 before presentation to the full committee at Monte Carlo on January 24, the implications are wide.

The two most important proposals are:

(a) That the present formula 1 (for unsupercharged cars up to 2,500 c.c. and supercharged up to 750 c.c.), which was due to expire at the end of 1957, should be continued in 1958 and 1959. In addition, a specification should be devised which would allow turbine engines to be incorporated in this formula for 1958 and 1959.

(b) That a formula 2, for unsupercharged cars up to 1,500 c.c. should be introduced for 1957, 1958 and 1959.

In addition, there is the important question of the type of fuel to be allowed for formulae 1 and 2. At present there is a strong bias towards limiting both to pump fuel. If this is agreed it must surely sound the death knell of the Grand Prix car, as we shall have the ridiculous situation of their being slower than sports cars, which, as prototypes, can be up to 3 litres from 1957 (again if the proposals in respect of this category are ratified).

Within the framework of the main regulations, Grand Prix racing should be allowed to develop unfettered, and the ingenuity of the designers and engineers concerned should be allowed to receive its just reward. The only possible justification for restricting the fuel on Grand Prix engines would appear to be the need for extending the competitive life of units which are about at the peak of development, a reason which cannot be justified.

There has never yet been a possibility of Grand Prix racing failing through lack of suitable cars. Even if there were, restriction to pump fuel would not be the method of preventing it. The cost of development and the troubles associated with obtaining high power outputs on hydrocarbon fuels would be very little different from those of the alcohol group. Furthermore, the power unit represents only one part of the total costs involved in the development of a racing car.

Formula 1 racing is, first and foremost, a spectacle and although valuable lessons are learned which can later be applied to normal passenger cars, the prime function must not be jeopardized. The crowds which attend Grand Prix races go there for entertainment, in the same way as they would to an international athletics meeting, and with no thought that their presence is assisting a group of manufacturers in an exercise in engineering development.

Therefore I say hands off fuel restrictions, and let us not detract from the stature of formula 1. One might just as well campaign with the Olympics committee to insist on all runners being given a controlled diet of canteen rice pudding for the Marathon next year. Sports car racing is in a different category from G.P., and I am equally strong in my conviction that this should be restricted to pump fuel.

Intrusive Factor

Extension of the present formula 1 to give it another four years' life, with turbine cars possible for the second half, will bring its problems. First, it means that British manufacturers with limited resources when compared with their Continental rivals, will have increased time and capacity to develop existing designs. It must not be forgotten that, had a completely new formula been conceived for 1958, design would need to be started now if a fully developed vehicle was to be available for the start of that season.

On the other hand, it must be remembered that all the British challengers are using four-cylinder engines, which have not so much inherent capacity for development as have engines with larger numbers of cylinders. The four-cylinder scores only on its lower weight, smaller space, cost, and time required for development. This was demonstrated by the supremacy of Ferrari in the first year (1954) of the formula. Last year they were outclassed and were the slowest of all, and it will be most interesting to see whether they continue to use their four-cylinder unit, develop the V-eight Lancia, or produce a completely new engine.

Maserati, even with their six-cylinder engine, seem to have acknowledged that this unit is reaching the peak of its development, as it is known that they have a V-twelve engine in the stocks. None the less, the four-cylinder B.R.M. which must oppose the Italians seems particularly light; as an estimate from external examination I would put its dry weight at around 1,200lb (10½cwt). The Vanwall has now been given a new chassis, for which a saving of approximately 2cwt is claimed, but this may need quite a lot of development work to achieve the good road-holding qualities of its predecessor.

With the extension of the present formula, then, there is time for those taking part to develop new engines and still have at least two years' racing with them. By this time, however, turbine engines may be allowed. So far it has not been possible to devise a means of directly relating the performances of piston and turbine engines. If they are to compete in mixed company the only answer seems to be to

REVISED FORMULAE?

Technical Implications

by

HARRY MUNDY,

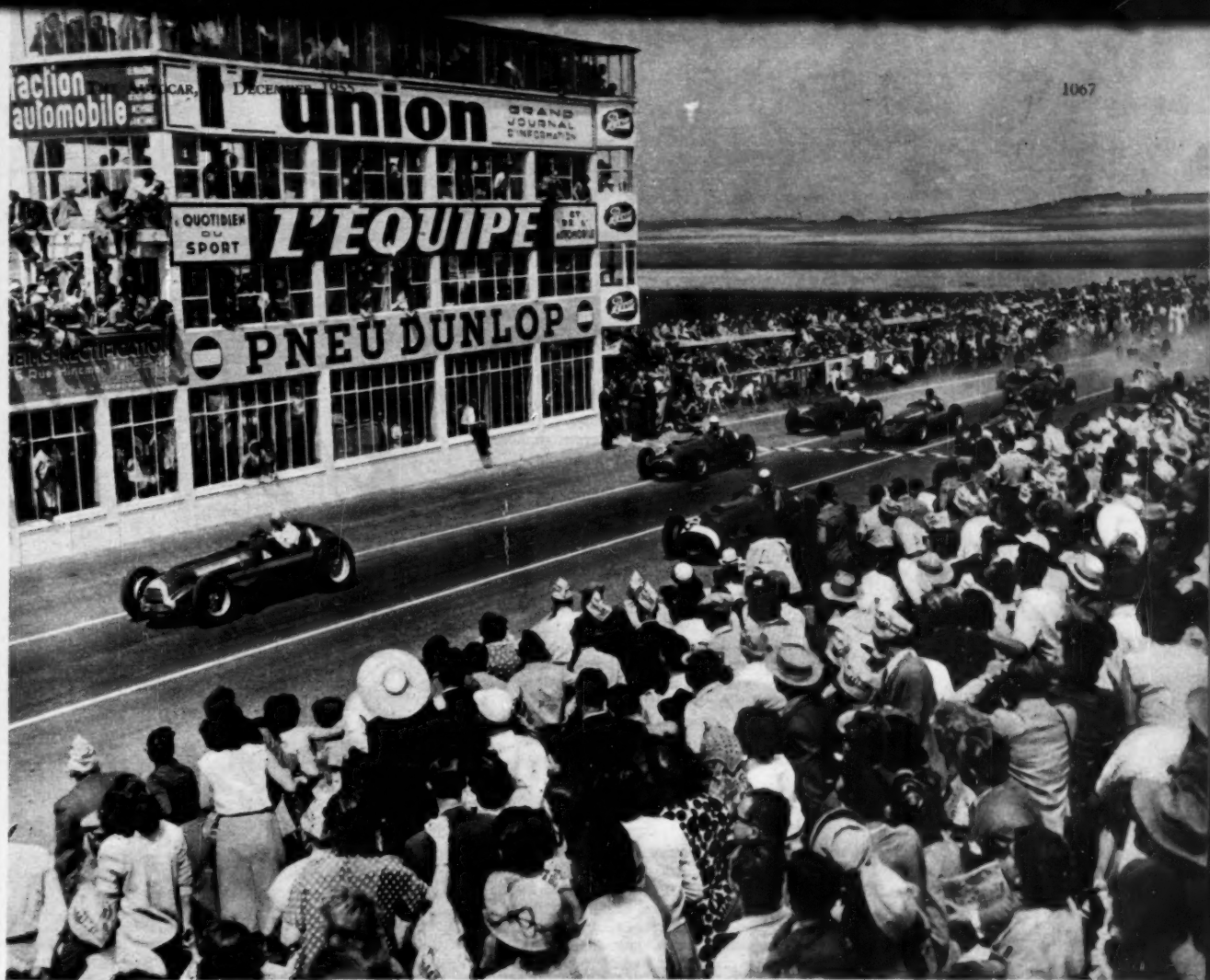
A.M.I.Mech.E., M.S.A.E.

impose a maximum dry weight limit for the car. By this means the lower engine weight possible with the turbine, and presumably greater power, would be countered by the need to have a larger fuel-carrying capacity for the high consumption. The only other method so far mentioned is to limit air consumption, but this is fraught with difficulties and would be a scrutineers' nightmare.

It is known that Mercedes-Benz have been campaigning for the turbine engine to be allowed in the next formula. They were undoubtedly convinced that they had developed their piston engines near enough to the limit, and withdrew at the peak of success, having learned all they set out to achieve. It is not generally known—or, if known, necessarily agreed with—that Herr Ulenhaut and his team race for the knowledge which they gain. Their success is most certainly used to the full by Herr Keser and his publicity department, but this is the secondary consideration. It is certain that the designers at Stuttgart are already devoting much time to the problems of the turbine engine and its application to road vehicles, to judge by the patent applications which they have filed on this subject.

So much for formula 1: but what about the proposed new formula 2, for 1,500 c.c. unsupercharged? Here the fuel limitation is not so important as in formula 1, and there could be no serious objections to a hydrocarbon fuel limitation. To date, no details of body restrictions have been proposed but it is fair to assume that the regulations, should the formula be agreed, will permit single-seaters; any new body regulations will presumably apply only to sports cars.

There is every reason to believe that Great Britain has a



Grand Prix racing is a spectacle—start of the European G.P. at Reims

good chance to compete successfully in this suggested new class. Among the present sports cars up to 1½-litre capacity, the Lotus and the Cooper have demonstrated that there are already in existence chassis which could be developed to compete in this sphere. During the past season they have been limited in the 1½-litre class, because of the lack of suitable engines. These have not been available with sufficient power and reliability. In the 1,100 c.c. class, however, the position was different and supremacy was amply demonstrated.

We have now twelve months in which to develop engines for this new category, and the position is most encouraging. To compete against the Maserati, Osca and Porsche, already available on the Continent, we have the 1½-litre Connaught which went extremely well in the Empire Trophy and at Le Mans and Goodwood. Then there is also the new twin-camshaft Coventry Climax. The possibilities of the twin-camshaft M.G., Singer, and H.R.G. engines must be limited. Each is developed from a unit which, by virtue of its stroke to bore ratio, is limited in its application to the proposed new formula. For instance, although these could be developed to produce something approaching 120 b.h.p. on pump fuel, their power would be restricted by the size of the valves which could be accommodated in such cylinder proportions, and possibly bearing life.

It is known that there is a four-cylinder engine on the

stocks, under development by Coventry Climax, which is capable of producing the power required. This twin-camshaft design, using the cylinder head of the V-eight 2½-litre engine being produced by the company, has the geometrical proportions to permit development which could result in outputs around 135 b.h.p. on pump fuel. Furthermore, the bearing sizes are such that, if the formula allows the use of alcohol fuels, the engine is still not limited. Its dry weight will be around 300 lb.

Installed in a current Lotus or Cooper with low weight (950 lb or 8½ cwt) and good aerodynamic shape, such an engine should provide 155-160 m.p.h. capability. Once again this country has the chance to establish itself in the small car field. We could again witness a period of supremacy and prestige similar to that achieved by the E.R.A.s in voiturette racing between 1936 and 1938.

One difficulty I foresee with the proposed new formula II, is just where it will fit into the racing calendar. Modern Grand Prix drivers need to be paid substantial starting money, and it would be highly improbable that race organizers could afford to pay similar money for front rank drivers for a 1½-litre event at the same meeting.

The position of the old 2-litre formula 2 was somewhat different as it took the place of formula 1 and, therefore, good starting money was available to help to cover the expense of producing and preparing the cars.

Winter Mixture

WHEN Autumn paints the land with golden glow
I think with rapture of the Motor Show.

I view the gleaming models, stand by stand,
And hear the salesmen's talk, expansive, bland.
My eyes, bedazzled, scan the different makes:
Each car has got, in plenty, what it takes.
"Out of this world" describes the one I fancy:
I dream it's mine by power of necromancy.

And while I fondly muse how much I'd prize it,
My enterprising friend nips in and buys it.

Thereafter, when we meet, he talks about her.
He can't believe he ever lived without her.
He brags of comfort and accommodation,
Of high performance, quick acceleration;
He talks of overdrive, and wheel suspension,
And other matters past my comprehension.
He boasts of m.p.h., and m.p.g.,
Of heaters, coolers, wireless and TV.
He opens up the boot and then the bonnet,
And whatsoe'er I touch, he lectures on it.

I say what loyal friendship bids me say,
And drive my ancient vehicle away . . .

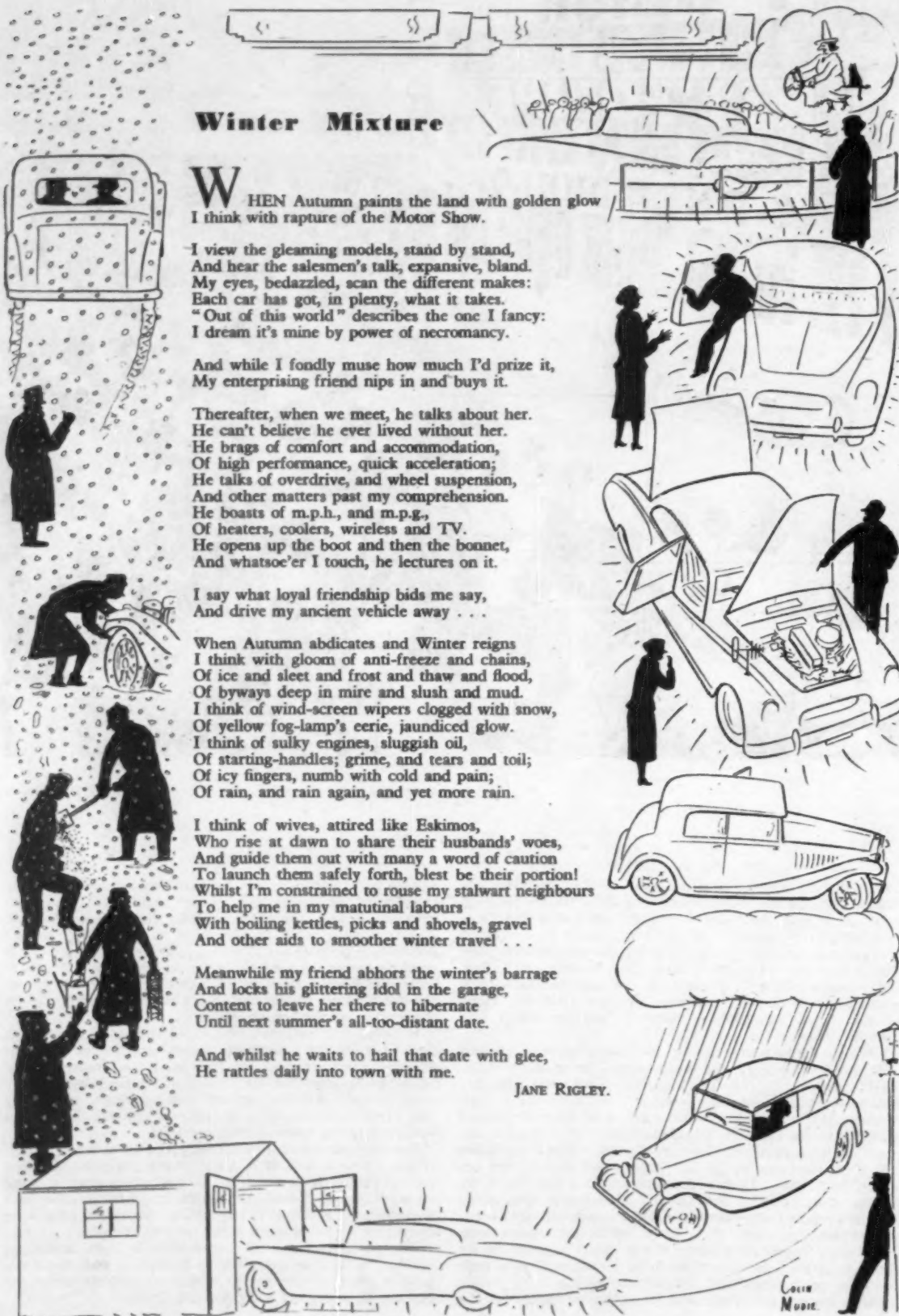
When Autumn abdicates and Winter reigns
I think with gloom of anti-freeze and chains,
Of ice and sleet and frost and thaw and flood,
Of byways deep in mire and slush and mud.
I think of wind-screen wipers clogged with snow,
Of yellow fog-lamp's eerie, jaundiced glow.
I think of sulky engines, sluggish oil,
Of starting-handles; grime, and tears and toil;
Of icy fingers, numb with cold and pain;
Of rain, and rain again, and yet more rain.

I think of wives, attired like Eskimos,
Who rise at dawn to share their husbands' woes,
And guide them out with many a word of caution
To launch them safely forth, blest be their portion!
Whilst I'm constrained to rouse my stalwart neighbours
To help me in my matutinal labours
With boiling kettles, picks and shovels, gravel
And other aids to smoother winter travel . . .

Meanwhile my friend abhors the winter's barrage
And locks his glittering idol in the garage,
Content to leave her there to hibernate
Until next summer's all-too-distant date.

And whilst he waits to hail that date with glee,
He rattles daily into town with me.

JANE RIGLEY.





All-round visibility is excellent. Undeformed with wooden mouldings, the Escort has a pleasant, businesslike appearance. A mirror is mounted on the wing for use when the rear window is obscured by luggage.

The Autocar ROAD TESTS

No. 1585: FORD ESCORT and SQUIRE ESTATE CARS

FORD, of Dagenham, are the latest company to enter the small station wagon field with the recently announced Escort and Squire estate cars, based on the Anglia and Prefect saloons respectively. The company also produce a light commercial van, the Thames, and there is a great deal in common between all five models.

The normal saloons and the estate cars have virtually identical chassis, and just as the Prefect is a de luxe version of the Anglia, so the Squire is a dressed-up Escort. Full Road Tests of the Anglia and Prefect appeared in *The Autocar* of February 26 and December 17, 1954, respectively, and a full test of the Escort has now been completed. A Squire was inspected and driven for a shorter period to detect any differences.

These cars have a 1,172 c.c. side-valve engine driving through an orthodox transmission which includes a three-speed gear box. The overall gear ratios are the same as those of the saloon cars. The front suspension has Ford's ingenious long vertical pillars incorporating the kingpins, with vertical coil springs surrounding telescopic hydraulic dampers. Rear suspension has orthodox leaf springs.

Opinion of the Escort is much influenced by the circumstances in which the car is used. In town driving the good visibility, perky liveliness, compact shape and three-speed gear box make the car rewarding to drive, and on the open road it wins respect for the willing way in which it pulls. With only two turns of the wheel from lock to lock, the steering permits negotiation of city traffic streams with ease when occasion demands. It is light at all speeds.

This is a car for the man who wants most for his money, and so much is provided that a few shortcomings can be accepted cheerfully. The Escort will cover the miles at about 50 m.p.h., with the engine pulling steadily, taking main road hills in its stride. The stability is not perfect, the rear, particularly when laden, having a tendency to swing out if speed on corners is high. In main road driving this characteristic is not alarming; within the cruising speed

range the car feels perfectly safe. The brakes are powerful, quite adequate for the performance, and in normal use operate smoothly. Under emergency braking the Escort put to the test veered to the left. This tendency was not enough to dissuade a driver from using maximum braking power when required.

On bumpy surfaces one detects a marked inclination for the rear wheels to hop, particularly when cornering with the rear unladen.

When pressed the Escort bustles along at a good pace for it can exceed 70 m.p.h. in favourable conditions. But the wise owner will keep his speed down to something in the



The appearance of the Squire is enhanced by the wooden moulding on the side, and by additional chromium-plated mouldings round the windows. There is more adornment in the interior, and some extra equipment.



Both Escort and Squire have two orthodox doors and additional doors at the rear for loading luggage. The upper part of the rear door is automatically supported by a strut when open, while the lower half can hang freely. This is the Escort which, like the Squire, has a divided rear bumper which wraps well round the corners

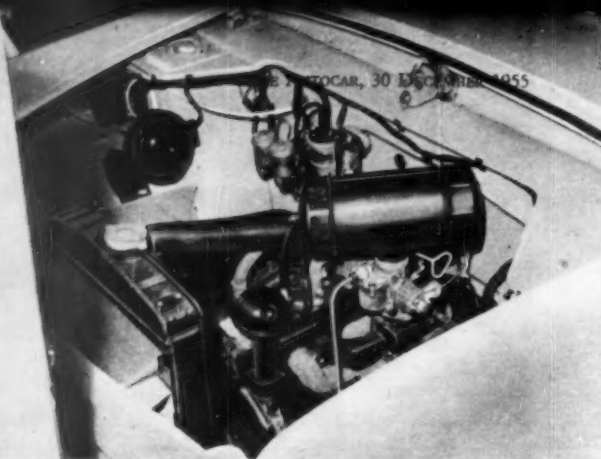
FORD ESTATE CARS

fifties, because over 60 m.p.h. the little car is clearly working hard. The transmission does not like prolonged high speed, that on the car tested making a slow, rhythmic booming sound at about 60. The transmissions on both Escort and Squire are rather noisy, as indeed are the rugged engines. At first a driver might put the mechanical sound as a whole down to the engine, but it is, in fact, more general in origin, both gear box and rear axle making their contribution, and the total volume is not inconsiderable. Few owners would complain, because so much reliability and economy is provided for such modest initial cost.

The m.p.g. of the Escort—and presumably the Squire—is very good. On test the range was 31 to 38 m.p.g. and there is little doubt that a driver could get 40 on long runs if he put his mind to it. Having regard to the non-aerodynamic shape at the rear and the potential performance, the m.p.g. figures are creditable.

All the controls are well sited. Directly in front of the driver is the speedometer, which has a total—but not trip—mileage recorder, and an indicator for the main head lamp beams. In another dial are the fuel gauge, light indicators for oil pressure and ignition, and a blank space in the Escort that is used on the Squire for a temperature gauge. Controls for the choke, lights and starter are in a neat row in the middle, with the ignition keyhole at the end nearest the driver. On the other side of the steering column is the switch for the fog lamp, which is a standard fitting on both models. The hand brake and gear levers are both on the

The maximum load space is shown, with the rear seat cushion swung forward and the backrest lowered. With the rear seat in the normal position, there is room for little more than a good-sized suitcase. Beneath the luggage platform are stowed the spare wheel and tools



The side-valve, 1,172 c.c. engine is reasonably accessible. Beyond the carburettor and air cleaner assembly can be seen the coil, and clutch and brake master cylinders. Beyond and left of the oil filler is the single Windtone horn. The bonnet is hinged at the front, and released from inside the car



Twin windscreen wipers (adjustable for speed) and a fog lamp are fitted as standard on both models. As on the Prefect and Anglia, the head and side lamps are cowled into complete units

centre line, the former being between the separate front seats.

Full marks to Ford for using the central gear change when no extra seating can be obtained by the use of a steering column lever. The change mechanism feels positive; its action is clean. Following usual Ford practice, synchromesh is used on middle and top gears only. Its absence on first is regretted, because this gear must be engaged quite frequently while the car is moving. At a crawl first gear must sometimes be engaged when second would suffice with a four-speed box, and on these occasions it is necessary to double declutch if a smooth and silent change is to be made. However, the positive action of the lever helps to simplify this process, and less expert drivers are not likely to damage the Ford box if they are not unnecessarily rough. The rather wide gap between the ratios of the three gears occasionally puts the car at a disadvantage compared with four-speed counterparts on

The Squire, nearest the camera, is a de luxe version of the Escort, having more embellishment and a certain amount of additional equipment. The Escort, which is the less expensive of these two estate cars, was selected for the full Road Test



the road, but in town the ability to nip up to 30 m.p.h. easily in second is a compensation, as is the flexibility on the top gear ratio.

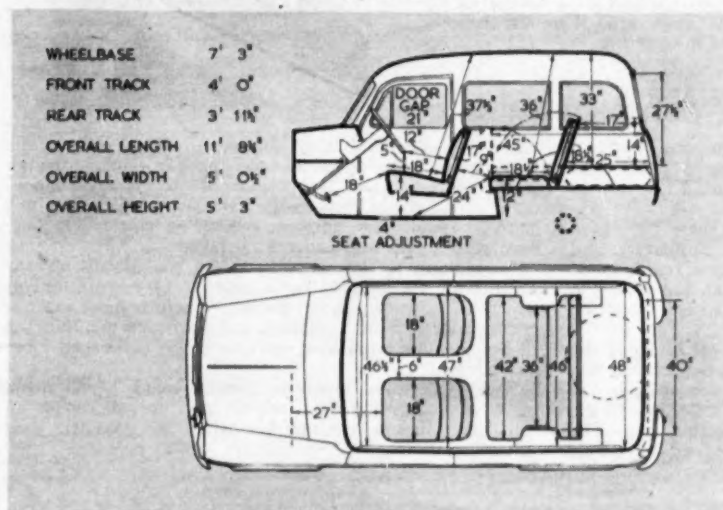
Sitting at just about the right height on an independent seat, the driver has good visibility. The windscreen pillars are rather wide but, being well back, do not interfere seriously with vision. Both front wings are easily seen and visibility to the sides and rear is particularly good because of the very large proportion of (safety) glass round the whole car. Rearward vision via the interior mirror is good, and there is a wing mirror which is particularly useful as well as legally necessary when the rear of the car is filled with luggage. The wipers are effective, and their speed is adjustable.

The interior arrangements are of particular interest in a car of this type, and space is used to good advantage in these models. In front are the two separate seats. Both

are adjustable fore and aft on the Squire, but only the driving seat can be moved on the Escort. A tall passenger in the Escort feels cramped on a long journey. A modest quantity of luggage can be stowed behind the rear bench seat when it is in its normal position. To increase the load carrying space the rear seat cushion is lifted forwards into the vertical, and the seat back folded forwards and down to extend the luggage platform. The seat back is secured by two pegs and a bolt. Luggage cannot slide against the front seats because the rear seat cushion makes a barrier in its vertical position.

The luggage carrying surface is tidily finished, but for neither model has a non-slip material been adopted. At the extreme rear are two doors that open in the vertical plane, the upper one being held open by an automatic strut, the other hanging freely below the level of the luggage platform, the rear part of which covers the spare wheel and tools.

FORD ESCORT AND SQUIRE ESTATE CARS



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.43 to 1	5.89 to 1	16.23 to 1
10-30
20-40
30-50
40-60

From rest through gears to:

M.P.H.	sec.
30	7.0
50	20.5
60	34.3

Standing quarter mile, 24.2 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal) and max.	K.P.H. (normal) and max.
Top	(mean) 68.5 (best) 71	110 114
2nd	30-45	48-72
1st	15-22	24-35

TRACTION RESISTANCE: 35 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70
True speed:	11	20	29	40	50	60	69

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	165	1 in 13.5
Second	335	1 in 6.6

BRAKES:

Efficiency	Pedal Pressure (lb)
43 per cent	25
68 per cent	50
74 per cent	75

FUEL CONSUMPTION:

34 m.p.g. overall for 230 miles (8.31 litres per 100 km).
Approximate normal range 31-38 m.p.g. (9.21-7.43 litres per 100 km.)
Fuel, First grade.

WEATHER: Dry, windless.

Air temperature: 47 deg F.
Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by

Tapley meter.
Model described in *The Autocar* of Oct. 14, 1955.

DATA

PRICE (basic) with Estate Car body: Squire, £455; Escort, £414.

British purchase tax: Squire, £223 17s; Escort, £208 7s.

Total (in Great Britain): Squire, £668 17s; Escort, £622 7s.

Extras: Radio £31 17s 6d. Heater £12 15s.

Leather upholstery (Squire only) £11 5s.

ENGINE: Capacity: 1,172 c.c. (71.55 cu in).

Number of cylinders: 4.

Bore and stroke: 63.5 x 92.5 mm (2.5 x 3.64 in).

Valve gear: s.v.

Compression ratio: 7 to 1.

B.H.P.: 36 at 4,500 r.p.m. (B.H.P. per ton laden 37).

Torque: 52 lb ft at 2,500 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 14.97.

WEIGHT: (with 5 gals fuel): 16 1/2 cwt (1,848 lb).

Weight distribution (per cent): F, 51.5; R, 48.5.

Laden as tested: 19 1/2 cwt (2,184 lb).

Lb. per c.c. (laden): 1.8.

BRAKES: Type: Girling.

Method of operation: Hydraulic.

Drum dimensions: F, 8.0 in diameter; 1.25 in wide. R, 8.0 in diameter; 1.25 in wide.

Lining area: F, 38.4 sq in. R, 38.4 sq in (64.7 sq in per ton laden).

TYRES: 5.60-13 in.

Pressures (lb per sq in): F, 24; R, 28 (normal).

TANK CAPACITY: 7 Imperial gallons.

Oil sump, 4.5 pints.

Cooling system, 11.66 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 32 ft 9 in (L. and R).

Steering wheel turns (lock to lock): 2.

DIMENSIONS: Wheelbase: 7 ft 3 in.

Track: F, 4 ft 0 in; R, 3 ft 11 in.

Length (overall): 11 ft 8 in.

Height: 5 ft 3 in.

Width: 5 ft 0 in.

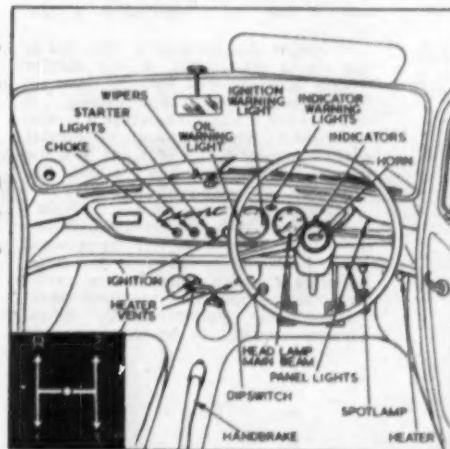
Ground clearance: 7 in.

Frontal area: 20 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 40 ampere-hour battery.

Head lights: double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs, anti-roll bar. Rear, semi-elliptic.





Entry to the driving seat is straightforward, and strap door pulls are fitted to the Escort. More robust pulls and additional ornamentation are used on the doors of the Squire. The passenger seat folds out of the way to permit access to the rear seat. The driving seat cannot be folded up completely.



FORD ESTATE CARS

The lower door is not designed (and for reasons of weight distribution is better not modified) to be used as an additional luggage platform. Leathercloth is used for most of the interior trim.

There are only two orthodox doors on these cars, each with swivelling ventilators in their forward quarters, and furnished with door pulls. Access to the rear seat is made possible by folding the front seats forward, but owing to the obstruction of the steering wheel, access from the driver's side is difficult for adults.

Interior appointments include a fluffy roof lining of the type that quickly becomes stained, and rubber flooring that may wear through quickly. Holes were appearing in the Escort flooring after quite a modest total mileage. In the Escort there is no interior light and only one sun visor. The optionally extra heater-demister unit fitted in the Escort

tested was efficient, but the fan was distinctly noisy. The head lamps were adequate, and the fog lamp, although small, was effective. It is commendable that a manufacturer of relatively inexpensive cars should include a fog lamp as standard equipment, and also a single Windtone horn with a pleasant, penetrating note.

In addition to differences between the models already mentioned, the Squire has a number of embellishments which are not fitted to the Escort. There is more exterior and interior chromium plating, and a wooden moulding on each side. Also, the load carrying space is finished more attractively.

Both models are smart, economical maids of all work, pleasant to drive and to look at, and are offered at an initial cost that is relatively low when one considers their versatility.

To Book—or Not to Book

ONE of the most fascinating advantages of a motoring holiday is the freedom that it gives for the family to go anywhere without being tied to one locality. But touring from place to place has two main disadvantages—it is more expensive, and there is the worry whether accommodation will be available at the end of each day's run.

Some motorists avoid this by planning well ahead and booking in advance. While generally this ensures accommodation, it does mean working to a tight schedule.

A further disadvantage is that, unless the places are known, it will involve "blind booking" and some, at least, of the hotels will prove disappointing. If one sticks to scheduled hotels of a certain class there is little sense of holiday adventure and change of scene in going from one "palm court" to another. The essence of a holiday is variety.

On the one occasion when a fortnight's booking was arranged (on a recommendation) my family were very disappointed in the hotel and moved on after a week, forfeiting a week's rental for the rooms. Ever since, "pot luck" has been taken.

Continental guides usually advise advance booking, or at least an early

stop; the choice depends on circumstances. If one goes out of season there is plenty of room when the locals have moved out on their own holidays. Paris in the spring is ideal, but Paris in the summer is less crowded and makes a good stop on the way south. From the northern ports to the Riviera there is little need to worry about accommodation—the French are a nation of hotel and café keepers.

But if the visitor goes to the resorts that are popular with the Continentals, he may experience some trouble. In Luxembourg last year all the hotels were full. However, a patron of one hotel offered to take us to his house where he had spare rooms. The drive through some of the meaner streets produced a sense of foreboding, but in the more open country a very pleasant house was reached and all was well.

There was a similar experience in Austria. As we reached Bregenz at the height of the festival, we decided that it would be impossible to get in anywhere. This was probably a mistake as next day, when it was too late, the local tourist office was found and in the window was a list of the hotels and private houses with rooms still to let. (Most resorts in

Austria and Germany, as well as in France, have their tourist offices where help can easily be obtained.)

At Lindau there was no room at the hotels, but at one, a maid was sent with us in the car to seek out some private houses, where we got beds for the night. The hotel reaped no profit from this except the price of our evening meal. At other places we were able to get rooms for the night only, between bookings of conducted tours, and at others, such as near Innsbruck and Zell am Zee, hotels were found off the beaten track when the popular resorts were crowded and expensive.

Touring from place to place each day is more expensive than staying at one resort. Pension terms (full board) are not usually offered unless there is a stay of at least five days, so one pays for the rooms at a daily rate and for meals *à la carte*. A useful compromise is to tour daily and, when a suitable place is reached, obtain pension terms and make it a centre, exploring from there.

On the whole, the advantage seems to lie with not booking. It is more worrying, it is out of the daily routine, it gets the motorist into some strange situations, but what else is a holiday for?

The flags are out again!



FIRST—Monte Carlo Rally . . . Sunbeam (Malling)

FIRST—Sebring International 12 hour race . . . Jaguar (Hawthorn)

FIRST—British Empire Trophy Race . . . Lister-Bristol (Scott-Brown)

FIRST—Helsinki Sports Car Race . . . Jaguar (Head)

FIRST—Ulster Trophy . . . Jaguar (Titterington)

FIRST—Daily Express International Trophy Race . . . Maserati (Collins)

FIRST—Le Mans 24-Hour Race . . . Jaguar (Hawthorn and Bueb)

FIRST—Aintree—Unlimited Sports Car Race . . . Jaguar (Sanderson)

FIRST—Syracuse Grand Prix . . . Connaught (Brooks)

These cars, as well as the
winners of many other important
racing events in 1955,
were equipped with MINTEX
Brake Liners.

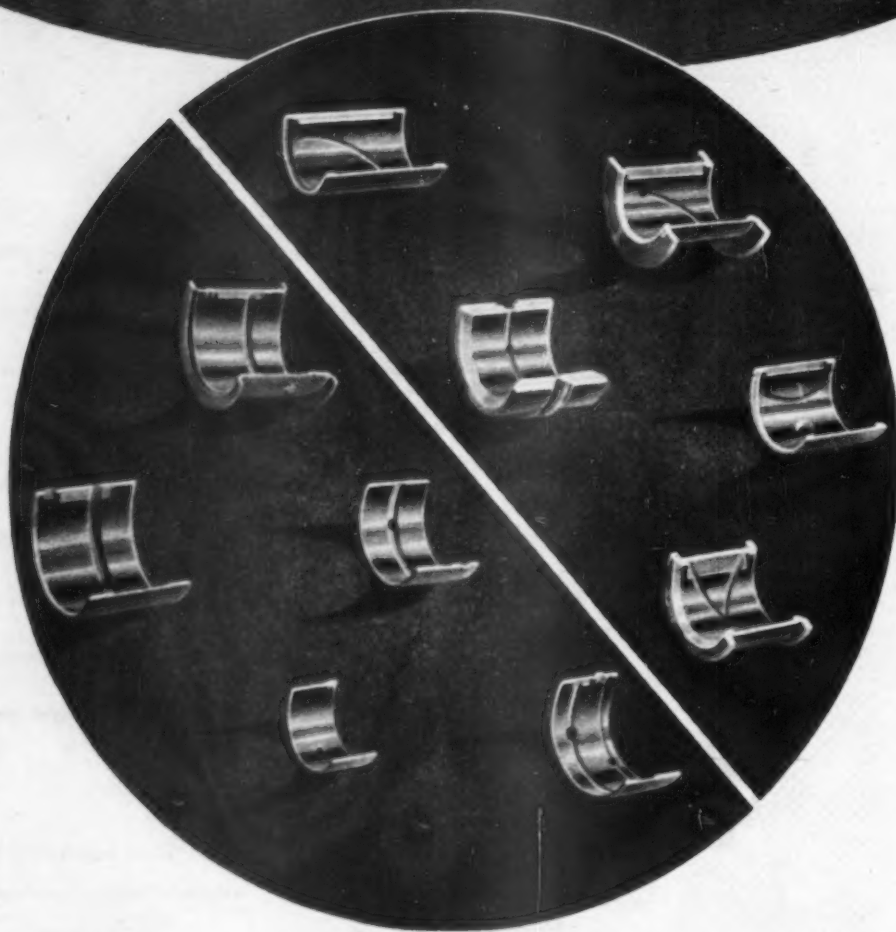
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STANDARD BUSHES—BRONZE BARS—WHITEMETAL—DIE CASTINGS—CENTRIFUGAL OIL FILTERS

ACCESSORIES

READY-MADE hoods for tourers and convertible models are being made by the London Trimming Co., 40, Queensgate Mews, London, S.W.1. Production is in considerable quantities and to pattern, which lowers the price. A hood for a Morris Minor tourer costs £7 15s in best double duck and £10 6s 8d in Everflex p.v.c. coated, with cloth lining. Fitting is £1 2s 6d. A Hillman Minx convertible costs £9 5s or £12 5s (fitting £2 10s).

An Everflex hood for a Minx, supplied



A ready-made p.v.c. hood for a Hillman Minx convertible, by the London Trimming Co.

Ready-made Hoods for Convertibles

to a reader, was inspected. It was smooth, absolutely without a wrinkle, or loose or tight area, and was thought to be to the highest coachbuilders' standards.

It is noticeable, in studies of open cars, that p.v.c. coated hoods are extremely long-lived, and greatly superior to plain fabric ones, especially in resistance to stains.

Pull-out Ashtray

FREQUENTLY a standard fitting on cars, the Wilmot-Breeden ashtray is nowadays available as an accessory. It is steel, is available in a number of colours, and has either a black or a mottled ivory handle. As the photograph shows, it is for under-facia fitting. Depression of the spring—the end of which serves for putting out cigarettes—enables the tray to be withdrawn for emptying. The makers are Wilmot-Breeden, Ltd., Camden Street, Birmingham, 1, and the price is £1 7s 10d.

Loop Carpet

A NEW form of car carpet is called Harduraloop. Now made in many colours from a mixture of Ardil and viscose, and backed by pliable plastic, it is waterproof, mould and moth resistant. It should have good wear-resisting properties. The carpet is easily cut with ordinary scissors, and as easily joined with adhesive tape. It should help to prevent draughts coming through the floor of the car as well as to deaden engine noise. An important consideration is that Harduraloop will burn only if in direct contact with flame. As soon as the flame is taken away the material will not even smoulder.

The makers are S. & J. Walsh, Ltd., Great Harwood, Lancashire. Prices are £1 9s 11d a square yard, standard quality, and £1 19s 6d, "Super" quality.

Magnetic Snake

A TOOL for recovering small iron or steel parts which have dropped into an inaccessible spot is introduced by A.P.A. (Automotive Parts and Accessories), Ltd., Bowes House, Hailsham, Sussex.

A flexible and non-magnetic 1ft 4in

tube ends in a magnet $\frac{3}{16}$ in diameter. It has a 3lb pull. The handle end serves as a keeper; to prolong its life, the magnet should be placed against this keeper when not in use. The Magnetic Snake, as it is called, costs £1 12s 6d.

Locating a Hole

THERE is an improved version of the Car-Keylite of Radium Light Co., Ltd., 41, West End Lane, London, N.W.6. It is a little luminous device which, by its own adhesive, can be stuck to the keyhole of an ignition switch, door or locker. It glows brightly by night, and the luminosity cannot wear off, being compounded with the plastic from which the device is made. Full effectiveness is said to be maintained for many years. The price is 2s 11d.

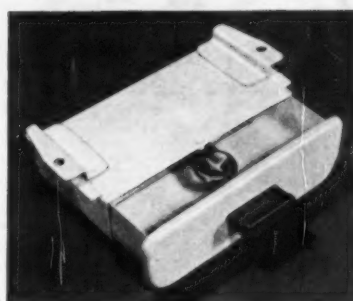


A chain for static, and a case for an aromatic block

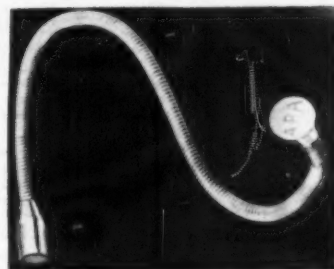
Nausea Note

IT is generally thought that the three main factors in car sickness are unstable suspension; static electricity; and fumes. A device for counteracting the last two has been introduced by Unida Products, Ltd., 22, Uxbridge Road, London, W.5. It is called the Anti-Nausea Outfit, and costs 9s 6d. A 1ft 7in length of light, plated chain is intended to be trailed on the road to discharge static. A plated container with rubber suction feet holds a small sanitary block, of the sort generally used by municipalities. This has a strong smell, and has the property of making the nose insensitive to other odours.

When a shopping car contains onions, cheese and a wet Aberdeen terrier, this is excellent. But it should be remembered that the nose also detects such things as dangerous exhaust fumes, the smell of burning and petrol leaks. It comes third to the eyes and ears as a useful sense in driving.

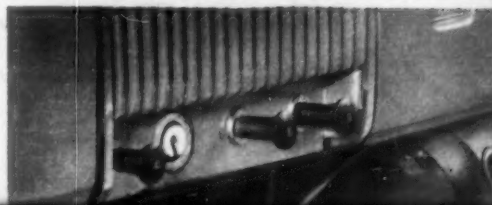
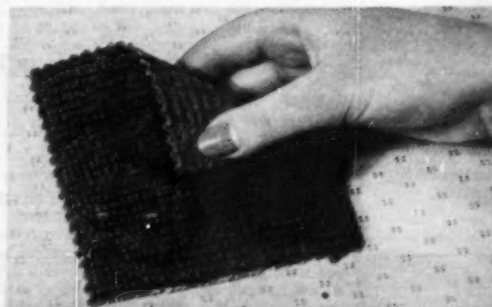


Wilmot-Breeden's slide ashtray



The Magnetic Snake, for retrieving ferrous parts dropped in inaccessible places

A piece of the new Harduraloop carpet, and the Car-Keylite, a luminous surround for keyholes





SEASONAL inhospitality of the Scottish countryside at Old Scone, near Perth, has its beauty, and will not repel those who may plan to make a visit when the weather is kinder

Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

The Dolomites

In Search of Information. I should be grateful if any of your readers could give me up-to-date information about road conditions (surface, width, etc.), of roads in the Dolomites.

I assume that the main road, Bolzano-Cortina is good. But what of the following roads—Cortina to Misurina; Bolzano-Mendola-Madonna di Campiglio-Malveno; Val Gardena-Sella Pass; Rolle Pass to San Martino; Agordo to Fiera di Primiero by Cereda Pass?

London, S.W.7.

E. CURRIE.

[Letters will be forwarded.—Ed.]

Retrograde Design?

Comparisons With Former Models. The modern tendency of car design is undoubtedly taking a retrograde step, compared with design of the pre-war period. I have recently taken delivery of a new car, of a make of which my father and I over the past 30 years have handled several models. Its price with purchase tax is a few pounds short of the thousand mark; its design appears to be the work of a junior student draughtsman rather than of a qualified, experienced senior designer.

I am an average-sized motorist, and instantly on taking the driving seat my hat is knocked awry by the proximity of the roof, which no amount of squirming will avoid. This could be easily obviated by raising the roof three inches on the drawing board.

The body is—according to modern precept—integral with the chassis and without the two conventional side members adequately insulated, makes an excellent sounding board; the continuous roar of the tyres is a first-class method of getting a headache.

Upon the steering wheel is poised a cream horn ring, exactly an inch and a half from the rim of the wheel, giving very little room for the knuckles to grasp the wheel. Levering oneself out of the car at dead of night will undoubtedly set the horn operating, alarming both neighbours and their dogs. Why not install the ring underneath the wheel? Finally, we have the gear lever placed underneath the steering wheel, and the less said about this contraption the better. Even to-day, after handling the car for a month and obeying the instructions implicitly, when it is supposed to be in reverse gear, on releasing the clutch I cannot be sure whether the car will move backward or forward—most disconcerting. These modern designs are not what the public wants but what shortsighted manufacturers have thrust upon the unwilling motorist.

Birmingham, 19.

E. R. PALMER.

Starting on Hills

The Heel-and-Toe Technique. I do hope there is one car between Lt. Col. Keeling (December 2) and me when he next re-starts his Daimler on a 1 in 6 hill in traffic. I would suggest that the handbrake would be his salvation if he has not yet

learned to heel-and-toe; this means, in Col. Keeling's "now then kiddies" parlance, that one puts the sole of one's foot on the brake while accelerating with one's heel; when the required degree of balance has been obtained (this style is catching), the brake pedal can be released, and one is still stationary but ready to move off.

With Col. Keeling's method, either the car runs back on its 1 in 6 hill (while the foot is being eased on to the accelerator) or—more probable still—the foot moves off the brake quickly and comes down hard on the accelerator. If there were one car between us, I should be able to hear the cry from behind him, closely followed by the louder cry from in front!

Whitfield, Northumberland.

STUART WILTON.

The Lanchester

When Kipling Wrote of It. The description of the 1903 Lanchester in your Jubilee issue was most refreshing and makes one wish for more such articles.

It may not be generally known that a contemporary account of the performance of the car is to be found in Kipling's short story "Steam Tactics," wherein the "Octopod" as the author calls it, seemed capable of behaving like a cross between a sports car and a jeep.

Richmond, Surrey.

E. H. SCARLETT.

From Air Commodore R. H. Verney (Retd.)

Reminiscences of Dr. Fred. One of the many pioneer features you mention (Jubilee issue) is the petrol pump—albeit hand operated. I heard the late Dr. Fred Lanchester mention this in a discussion on petrol pumps for aero engines in the Engine Sub-Committee of the Advisory Committee for Aeronautics—circa 1917. I ventured to remark that one of the difficulties of petrol pumps was that petrol was a bad lubricant. Dr. Fred reproved me:—"Petrol is an excellent lubricant—but you must have a very low pressure!"

The chairman of the sub-committee was the late Dr. Dugall Clerk, of gas engine fame. It was as good as a play to hear these two sparring together, as they always did. But the sub-committee did useful work in providing a sound engineering and scientific background to our somewhat hectic struggles of those times.

The car also had a composite steel and aluminium chassis frame—not now considered good practice. One wonders how they prevented electrolytic corrosion, due to the differing electric potentials in the two metals. Various forms of paint can be used, such as barium chromate, but even these provide only a doubtful safeguard.

The cast aluminium worm gear and differential box must have been one of the first uses of aluminium castings in motor cars. It was the paucity of the physical properties of this material at that time which caused a celebrated past editor of *The Autocar*, the late Mr. H. Walter Staner, to give it the somewhat inelegant, but not inaccurate definition of "electrified dirt!"

The best story of Dr. Fred was about his house telephone. The "powers that were" would give him only a call box. This infuriated him to such an extent that he went out and bought a tuning fork, which he banged against the side of the box instead of inserting pennies. When the collector came, the box held only three or four pennies which Dr. Fred had inserted to check the note. In return for the "know how" they offered him a proper telephone. He gave them the tuning fork!

Congratulations to *The Autocar* on its Diamond Jubilee, and thanks for the most interesting Lanchester technical and driving descriptions. As a pioneer in aeronautics and automobile engineering, Dr. Fred Lanchester is for all time.

Lighthorne, Warwickshire.

R. H. VERNEY.

Parking Lights

A Call for Uniformity. Is it not about time that a single parking lamp showing white to the front and red to the rear, mounted on the off side of a car or light van—recognized as adequate in many districts—should be made legal throughout Britain in areas in which there is a 30 m.p.h. speed limit? The average modern car on the road at night legally requires at least five bulbs to be illuminated. Surely this Christmas Tree effect is entirely wasteful and unnecessary when it is parked, except in fog.

If the car manufacturers do not like the contours of their cars spoilt by the addition of a parking light, then at least they can fit an over-riding switch to enable only the off-side front and rear lamps to be switched on when the car is parked. Incidentally, adoption of either the above suggestions should go a long way towards compelling motorists to park on the correct side of the road at night—a point which many of them, together

with indulgent police, often ignore. Cannot the A.A. and R.A.C., to which so many of us subscribe, get some action taken in the matter?

London, W.C.1.

R. WALKER.

[Parking lights, or single front and rear right-hand lights, are permitted on 30 m.p.h. roads in London under certain conditions and if the car is within 100 yards of a street lamp (lit or unlit); local regulations apply elsewhere in the country.—Ed.]

What of the Sunbeam?

A Reminder to "Sammy" Davis. I read Mr. S. C. H. Davis' article "Let us now praise famous cars" (December 9) as I have, indeed, read the majority of his articles for the past 25 years. For the first time I find myself at variance with him, inasmuch as he did not mention that famous car the Sunbeam, as made at Wolverhampton. I am rather surprised at this, particularly in regard to his own experience with it in the 1925 Le Mans race and also having regard to his association with Mr. Coatalen and the late Sir Henry Segrave.

Shrewsbury, Salop.

S. J. RUSSELL.

Garaged in the Street

"Leave Reflectors Uncovered" Request. May I appeal to motorists and motor-cyclists who "garage" their vehicles in the road without lights, and who cover them with tarpaulins and the like, not to cover their reflectors. If the reflectors are uncovered there is some chance of the vehicles being seen in fog and bad weather. The completely covered vehicle is a menace, particularly as many are still left without lights in very dark spots in the Metropolitan Police area.

Incidentally, I presume to leave a car with no reflector showing is an offence.

London, W.3.

A. H. S. PIPER.

A.A. Handbook

"Statements Incorrect, Misleading." The statements made by your correspondent Mr. S. J. Connor (December 16) are entirely incorrect and consequently misleading. The motoring organizations have not at any time declared an intention to exclude unlicensed hotels from their Handbooks, provided, of course, they come up to the required standard.

London, W.1.

K. L. KELLY,
Secretary, The Automobile Association

That Starting Handle

And Four Speeds a Necessity. How cordially do I agree with "A.50" (December 16). I prefer four speeds, and a starting handle is a necessity for me, as I do not drive enough to allow me to use the battery for starting every time, especially in winter. If my car could not be started by the handle I should have to get rid of it. I was interested to find in a couple of instruction books no reference whatever to the handle, and no suggestions about what to do when the engine proved recalcitrant.

Holme Lacy, Hereford.

D. S. SPENCE.

Roadside Maintenance

Work on a Minor in America. The article by Stuart Bladon (Nov. 18) on "decarbonizing the Morris Minor in a London street," was extremely interesting to me. I did not have to do mine in the street, however, but alongside the house in a driveway, and in addition to fitting new valves I also dropped the sump and fitted big-end bearings and rings as well. All this by prying the front high enough (with the help of a neighbour and a length of about 3 in dia. pipe) to place a concrete building block under each of the front wheels. This made it easy enough to crawl under the car, but complicated the "standing on the head" job of replacing valve cotters. This replacement was solved in the same manner as Mr. Bladon's—by applying grease to the valve stems. My Minor, a '51 tourer, at the time had about 50,000 miles to its credit and nothing more done than valve grinds and brakes relined. At the time of the overhaul I found it necessary only to replace with standard bearing shells and standard rings and there was no appreciable looseness in the original piston and bore fit. My car, like his, started almost immediately on the starter and at idling speed showed an amazing 40 p.s.i., rising again to 40 or so at normal running speed.

Shortly after the overhaul, however, I traded the car to a Bloomington, Indiana, dealer for a new Volkswagen with sun roof which now, some four months later, has over 11,000 miles on the odometer. To this time the VW has cost me only one new

Correspondence

fan belt, four spark plugs and a little time (home tinkering) and seems to be satisfactory in every way but one—the handling qualities cannot hope to be as good as were those of the Minor.

At least, Mr. Bladon has one sympathetic car for his overhauling troubles and when he wrote of fighting with the head nuts, I could feel my knuckles being skinned and bruised all over again. Hooray for owner-service!

Sellersburg, Indiana.

CHARLES J. COLLINS.

Steam Carriages

Their Progress Under-estimated? It is possible to underestimate the progress that was being made with steam carriages in the pre-motor era. According to an authority on that subject, it was such that the use of powered road vehicles would probably have developed very much as it did, even if the petrol engine had never been invented. It may be said that men like Goldsworthy Gurney gave a practical start to the idea of automobilism. Once that had been done, the rest naturally followed.

Surely, if the motor car can be said to have stemmed from any particular individual, it was Karl Benz, and not Gottlieb Daimler? One believes that view to be generally accepted. The Daimler bicycle was not a practical motor vehicle; no attempt was made to develop it. But the first Benz car was practical, and commercial development duly followed.

Studley, Oxford.

FRANCIS JONES.

Tea on the Road

A Tip from New Zealand. Referring to a letter from Cecil Cox (September 16) on the subject of electric picnic stoves, and the editorial comment thereon, if boiling water is put in a Thermos flask, it can be poured out to dry tea in the teapot, up to many hours after, and still produce perfect tea. I know what happens when one tries to make tea at home with water which isn't quite boiling, but that does not apply to the water from the flask. But don't ask me why not—just try it.

Napier,
New Zealand.

A. E. HERNIMAN,
Secretary-Manager,
Automobile Association (H.B.), Inc.

Problem of Dazzle

More Troublesome Than Before the War. I agree wholeheartedly with your correspondent's letter on dazzle (November 11). I have been on the road for 30 years and find the dazzle problem much more troublesome since the war than before, when we had a dipping near side light, and the off side one put out. Away with the craze for spot lights, which are unnecessary to anyone with eyes fit to be on the road at night. A yellow fog lamp placed low and pointing to the kerb creates no dazzle, but two large head lamps with 60 watt bulbs, both either straight ahead or, as in many cases, pointing up in the air, are the certain cause of all the trouble.

The remedy is simple—away with all white spot lights; permit only coloured fog lights pointing low and to the near side, dipping near side head lights and extinguishing the offside, and limit the maximum wattage to 48—then there would be no dazzle.

Any person who cannot drive at night with one dipped near side head light when there is other traffic about just should not be on the road at night. Speeds at night are higher than, say, 1945 to 1948, when the average speed of night traffic down the Lancaster-Preston road on Sunday was 25 m.p.h.; now I should say it is about 35 m.p.h. in the dark in the autumn. Why should there not be a night driving licence, only to be had after a test at night, to find these people who should be at home after dark or, if they like a night run, with someone who can see where they are going?

Burnley, Lancashire.

ARTHUR BARKER.

Suggestions on Road Marking. As a very keen motorist for many years, and also a long-distance haulage contractor, I must comment on Mr. J. R. Shingler's letter. To say commercial drivers are the cause of trouble is quite wrong; most of the larger vehicles' spot lights are fixed on the near side, low down on the chassis and always focused on the near side kerb—the drivers have to use head lights because of oncoming cars with

as many as six head and spot lights full on long before it is properly dark; many heavy vehicles are 24 tons gross weight and you can take no chances.

I think the answer is: let the Ministry of Transport rule that all spot lights should focus on the near side, with one power only for all bulbs. On major roads all that is needed in normal weather is one spot light.

There should be cat's-eyes on all major roads, white in the centre, and red down each kerb; wherever possible, there should be the small posts, about 4ft tall, black at the bottom with 6in of white on the top, down each side of the road, placed about 8ft apart and about 6ft from the verge. These posts are in use on A30 between Honiton and Exeter over a hump bridge, and seem to me not only the answer to a difficult question but a godsend.

London, N.22.

F. J. WORTON.

Colours for Corners

Cats'-Eyes Modification Suggested. Here is an idea motorists might find interesting. It occurred to me that it might be worthwhile to have red "cats'-eyes" in the place of the normal clear glass ones, say twenty yards from the centre point of a corner, to serve as a warning. Four pairs of "cats'-eyes" coloured red would prove enough: the distance of these from the centre of the corner could vary according to the class of road, the speed of the road and the like.

Headington, Oxford.

R. BURTON.

[To avoid the risk of confusion, it might be desirable to have such warning "cats'-eye" reflectors of a colour—perhaps amber—differing from those currently in use.—Ed.]

New Materials

"Do Not Seek to Imitate." In "New Materials" (December 2) you mention a few of the materials available to designers for the interior furnishing of our cars.

In particular, you gave two warnings—the first that interior furnishing materials should be non-inflammable, and the second stressing the importance of avoiding surfaces which cause reflections distracting to the driver. May I add a third warning? That is the importance, to all who value good visual design, of avoiding materials which seek to imitate. In your article, for example, you show that plastic facias (horrid word, why not dashboard?) can be made indistinguishable from wood, and go on to indicate that there is no particular reason, if the plastic is as good as wood, why it should not be so used.

Generally there are nearly always good technical reasons why the new materials should not seek to imitate the old. In many cases, too great a degree of imitation could be shown to be an absurd waste of the properties of the new material. For example, to replace a wooden component with one made of "glass fibre"—whether or not a photographic representation of wood veneer be incorporated—is technically ridiculous unless the strength characteristics of each material be considered in relation to the job it is needed to do. Similarly, should the technical advantages of the "glass fibre" be used to the full, the appearance of the component if coated with an imitation of wood could at once be seen to be fraudulent.

Our designers, I suspect, would welcome a clear responsibility for the visual appearance of their cars, but all too frequently the furnishing and details of materials are settled by the judgment of those whose feeling for design is unsound.

London, S.W.19.

J. W. NOEL JORDAN.

Production Car Racing

Liability to Income Tax? In our opinion there appears to be some legal justification for the attitude of the Inland Revenue in assessing to income tax the gains of a participant in stock car racing and promoters are required to render returns to their local Inspector of Taxes of fees and so on paid.

We believe there must be many competitors in legitimate motor racing, particularly in production car races, engaging in contests which offer appearance and prize money, who also ought to be treated as professionals, and not amateurs pursuing a pleasure.

May we suggest that such interested persons discuss this matter with their professional advisers, as any excess of expenditure over income which is suffered may result in their obtaining some income tax relief. Especially where business vehicles are used for such purpose, and the Inland Revenue disallow a proportion of the total running costs and capital allowances deemed appropriate to private use, should relief be eagerly sought (although it may be of limited application in certain cases).

Manchester.

GRAND PRIX.



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A brilliant winner from every point of view! A habitual rally winner, of course... but away from the dust and excitement of fierce climbs and gruelling runs the Sunbeam is an outstanding car in every other way. In heavy city traffic, it is always well-behaved... On family occasions and holidays its luxurious internal comfort and 'rally reliability' keeps spirits high, fatigue away.



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Disconnected Jottings

BY THE SCRIBE

Barry Appleby Drawings

Lebensraum

AS I see the lines of cars garaged at the kerbside in London I feel that they represent one of the biggest problems of the motor age. In most cases the fact that they are at the kerb indicates lack of space rather than money, and I often wonder why owners of terrace houses do not think in terms of sacrificing a ground-floor room, or part of it, in order to make a garage. Many small families have much more room than they need; in fact, one of the reasons for the housing shortage is a needlessly large number of rooms per person in this country, owing to the distortion introduced by rent restriction. Why not, therefore, give the car space?

The answer, I suppose, is lack of incentive. It might eventually be worth a grant, as a pump primer, because these cars have a considerable choking effect. At least it might be worth the authorities going into the matter of costs and methods and preparing a leaflet for intending converters, so that the job can be done in a slightly manner and as cheaply as possible. As a confirmed disliker of slightly musty "front rooms" that are used only on Christmas Day and when someone dies, I am all for housing the car therein.

England, Please Copy

EXTRACT from the *Driver's Manual* of the State of New York: "Windshield and rear window must be free from all obstructions, including stickers (except those authorized)."

Why can't this regulation be enforced over here? The criterion of efficiency should not be only the driver's view back through the window but also the ability of the following driver to see right through rear window and screen and learn something of the road ahead. He cannot do this successfully if there is a skeleton dangling on a string, a notice informing us that he is running in and would we please pass, a pennant saying that he safely negotiated Clapham High Street in

1955 and a screen poster advertising a Whacko M.C. meeting at Silverstone on the fourth. Why is this form of danger to road users permitted in visible defiance of the law when the motorist who absentmindedly exceeds 30 m.p.h. in complete safety is sharply apprehended? I see that the matter has been raised in Parliament.

I am sent the manual, incidentally, in order that I may see that New York uses the dotted and solid white lines in the manner of the Continental countries, which I outlined in my recent paragraph. So does Sweden.

Goddess

THE new Citroen is to be known as the goddess. A pretentious title, I thought, until a colleague reminded me that the French for goddess was *déesse*, whereupon it becomes rather clever as a name for the DS19. Another similar case is that of the Douglas DC7C aircraft, known as the Seven Seas, which, in fact, aptly describes its all-round adaptability.

Safety Measures

WHETHER the Citroen company would call the accident to the DS19 while under test, by a French journalist at Le Mans a lucky or unlucky break I do not know, but I would plump for the former because it was a first-class unpremeditated test of the safety provisions on the car. The journal in question, *L'Automobile*, publishes a first-hand account by the driver and I append a translation of the relevant bit.

Tertre Rouge, where the accident occurred, is a sharpish right-hander, but the crash occurred on the approach when the car had not long left the famous Esses. Anyway, the speed was reckoned to be about 110 k.p.h. (68 m.p.h.) and the DS19 hit the bank at a fairly sharp angle (about 45 deg). The car had averaged 64 m.p.h. from Paris to the circuit. The nose, particularly at the front left-hand corner, took the shock, and one must recall the high position of the bumper relative to the wheel centres, the underbonnet position of the spare wheel and the curious, single-spoked steering wheel:

"I had uttered a doubt as to the position of the spare wheel. I saw for myself that it played, on this occasion, the role of an efficient bumper. The bodywork was not in the least deformed; better, the engine still ran. As to the steering wheel, which had been completely flattened, it had justified all the hopes that had been placed in it; I have not to deplore the least bruising nor a perceptible pain in the chest. The plastic fascia was deformed on the underside, but one noted no part there protruding or broken. Equally one must remark that

the higher position of the bumper had undergone the crash without doing the slightest harm to the back passenger, whose head would otherwise have gone through the plastic roof. The foam rubber bumper in the interior had protected the same passenger.

"The glass had literally shattered, projecting into the car and round about millions of little cubes, wounding M. Satinat and my colleague, photographer-reporter Henry Le Jamtel. Should one blame the quality of the glass, the impression that it had been submitted to? It is still too early to say, but whatever it may be, our accident poses again with sharper significance the safety glass problem.

"Under the shock, the car had been squeezed as in a vice, as far as the length was concerned. As a result, the doors had been squeezed and demanded some effort on our part to open them."

The author gave as the cause of the crash that he was dazzled by the sun's reflection in an enamelled advertising sign.

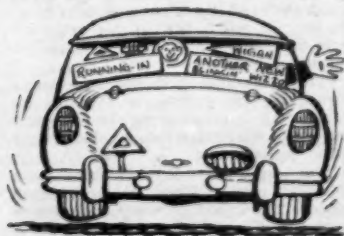
1956

WHETHER or not one should wish one's readers a happy new year on December 30 I am not sure; anyway, I am doing it. And if, in fact, I ought to have waited until January 6, I cannot help it. Any remarks about early birds and worms would obviously be out of place.

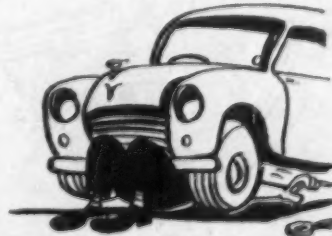
On the File

ONE crucial nut on my car is located within a chassis member, a hole being drilled immediately below it through which a box spanner can (theoretically) be inserted to fit the nut. The other Saturday I found it necessary to remove this nut. Alas, the box spanner in the car's toolkit was just too big to go through the drilling, and none of my own was the right size.

What to do? The nut had to be removed and that was that, so this motorist put in a half-hour filing down the steel tube of the box spanner until it could be inserted where intended. I succeeded, but I still think that my sore hands could have been avoided with a little more forethought on the part of the manufacturer.



See right through



Crucial nut

TOROIDAL PENDULUMS

GRANVILLE BRADSHAW DESIGN:

A CRITICAL ANALYSIS

LAST week the motoring world was startled by reference in the daily Press to a new revolutionary engine, which, it was claimed, would out-date present designs.

The new engine, to be known as the Omega, is the work of Mr. Granville Bradshaw, O.B.E., who, among his many engineering activities, was responsible for the design of the A.B.C. motor cycle and the Bradshaw o.h.v. oil-cooled engines. He has established a reputation for not being afraid to tackle the unorthodox and his latest creation certainly carries on that tradition.

The basic conception of swinging pistons operating in a toroidal cylinder is not new, and a rotary oscillating piston was patented by a Frenchman many years ago. This basic idea was also used by Professor Lutz when he designed the Lutz gas generator in Germany during the war, in an effort to obtain a high-output and high-efficiency aircraft propulsion unit. The engine was completed towards the end of the war and was taken over by the British Admiralty in 1945. It was shipped to this country for investigation but no satisfactory running was completed.

In the Omega engine the toroidal cylinder, which rotates at half crankshaft speed, is made of aluminium with a chrome-plated working surface. It is made in halves, spigoted and bolted together, inside which each pair of double-ended pistons oscillates. The two piston units of each pair are disposed at 180 degrees and are attached to arms formed integrally with two circular discs. Each disc is splined to one of two co-axial hollow shafts. These shafts transmit the drive through to the crankcase, which

has its own lubrication system, and each is formed with an integral crank arm at its after end. From each arm a connecting rod connects to the output crankshaft, which has two throws spaced at 180 degrees. It may help to think of the arms extending from the oscillating discs and carrying the gudgeon pins as the four extremities of a pair of scissors. The two piston arm assemblies in fact perform a scissors movement.

The ratio between the throws of the crankpin of the output shaft and those of crank arms on the co-axial drive shafts controls the oscillating stroke of the pistons in the cylinder. In the Omega engine the piston swing is 30 degrees and, since the crank throws of the output shaft are opposed, they oscillate in opposition. The oscillation of one pair of diametrically opposite double pistons relative to those attached to the other disc causes changes

of volume between them which, occurring within the rotating ported cylinder, are arranged to carry out the processes of the 4-stroke combustion cycle. By this means adjacent pistons perform the process of intake, compression, expansion after combustion, and rejection of exhaust during two revolutions of the output crankshaft (i.e., one revolution of the toroidal cylinder).

To avoid the use of poppet valves, the complete cylinder casing is provided with inlet and exhaust ports and revolves at half the speed of the output shaft. It is driven by a shaft running within the two hollow oscillating piston shafts, and is mounted on two ball bearings. The exhaust ports are positioned at the mean diameter of the toroid, with the inlet ports positioned towards the inner edge.

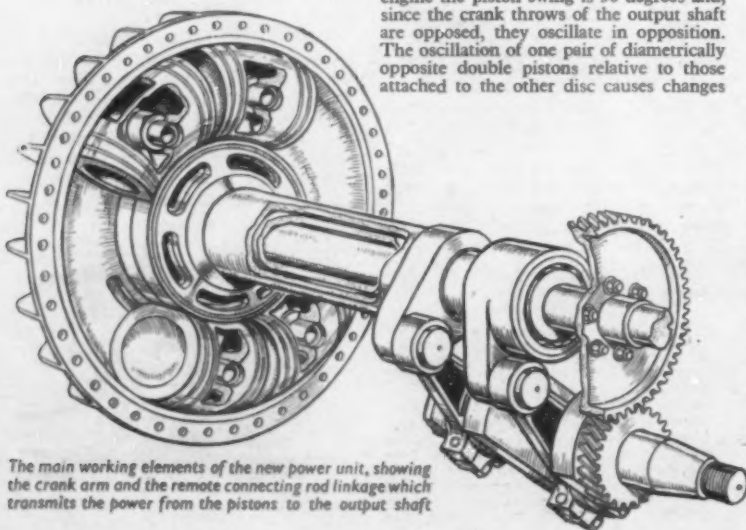
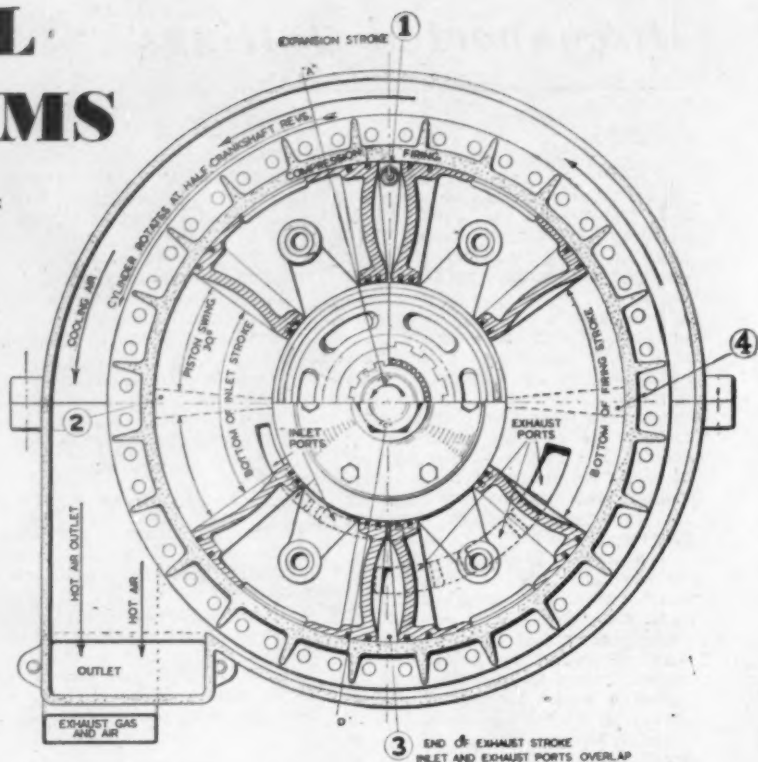
Ignition is by a single sparking plug which is fired four times per revolution of the rotary cylinder (i.e., twice per crank revolution) by means of a contact breaker driven off the crankshaft forward end.

Lubrication of the cylinders, pistons and all bearings outside the main crankcase is by petrol. The mixture is fed to the inlet ports through an annular induction passage formed between the outer oscillating piston shaft and the rotating cylinder bearing support tube. Within this extension piece are vanes which form an axial fan to assist induction.

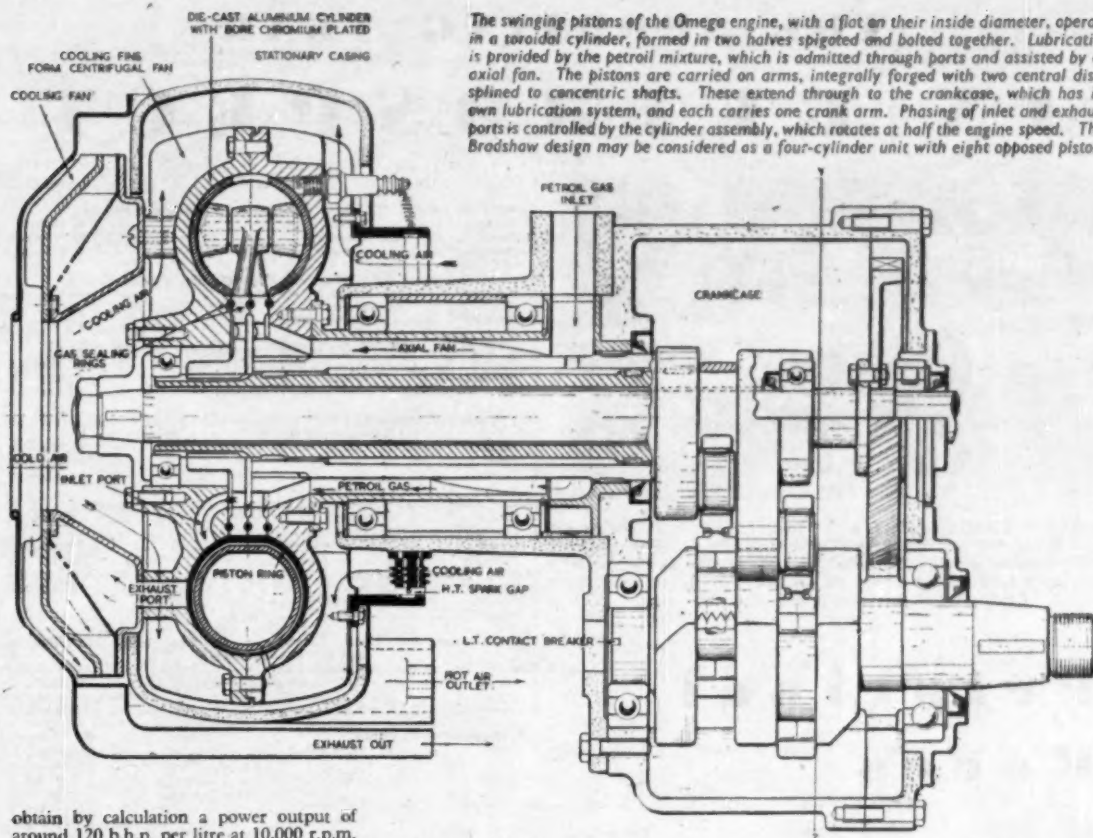
Cylinder cooling is by means of vanes formed on the outside of the rotating casing. Air is drawn from the front and rear and is discharged into a volute casing round the cylinders.

Combustion exhaust is assisted by a centrifugal fan attached to the rotating nose of the cylinder casing and cowed to an outlet.

The designer claims that prototypes have been run and that it is possible to



The main working elements of the new power unit, showing the crank arm and the remote connecting rod linkage which transmits the power from the pistons to the output shaft



The swinging pistons of the Omega engine, with a flat on their inside diameter, operate in a toroidal cylinder, formed in two halves spigoted and bolted together. Lubrication is provided by the petrol mixture, which is admitted through ports and assisted by an axial fan. The pistons are carried on arms, integrally forged with two central discs splined to concentric shafts. These extend through to the crankcase, which has its own lubrication system, and each carries one crank arm. Phasing of inlet and exhaust ports is controlled by the cylinder assembly, which rotates at half the engine speed. This Bradshaw design may be considered as a four-cylinder unit with eight opposed pistons

obtain by calculation a power output of around 120 b.h.p. per litre at 10,000 r.p.m. Other claims put forward are that the engine is at least 50 per cent lighter and 30 per cent cheaper than an orthodox layout.

In this brief analysis it is not possible to give the theoretical approach to the design but from the examination made there appear to be many problems, particularly of production and mechanical execution, which appear very formidable.

The main cylinder casing is in two halves and, despite the use of spigots, it appears impossible for the bores to be machined as two separate halves and maintain a true circular cross-section form when bolted together. Furthermore, this circular bore must be absolutely concentric, with no variation of mean radius. This *sine qua non* permits no accommodation of distortion which may take place when the halves are bolted together, or due to thermal expansion during running.

In an orthodox engine the clearance volume between the piston crown and cylinder head makes it possible to have a reasonable range of manufacturing tolerances for crank pin centres, connecting rod centres and the height of piston crown above the gudgeon pin. Being rigid, the cylinder and piston assemblies of the Omega engine cannot accommodate the degree of freedom necessary to absorb alignment errors.

Manufacturing tolerances are necessary and the wider the tolerance permissible, the cheaper the cost of production. In this design there is, as already implied, no means of accommodating distortion of the toroidal cylinder form. Similarly, the centres of the discs which replace the normal connecting rod, and the concentricity of the bearings, mounting shafts and their splines must be preserved

accurately at all cost and the parts must therefore be manufactured without any tolerances. The life of the splines would appear to be particularly limited, as the discs are not locked in position and would quickly develop "slogger" (the continual taking up and releasing of clearance between discs and splines, as in steering wheel backlash) from the alternating piston loads.

The compound form of the piston would present the production engineers with a very difficult machining problem, assuming that it is to run with a normal clearance of, say, 0.002in. Equally difficult would be the machining of the ring grooves, each of which must be radial from the centre point of the oscillating shaft axis. If they are off dead centre point—and the permissible error would be very narrow—gas leakage from ring tilt would assume serious proportions. Furthermore, the flat side of the piston rings, which must merge into the circular form, would be tricky to manufacture, and it would also be difficult to maintain a seal at this point. The rings do not run under good conditions as they are subject to centrifugal loading and are not free to rotate. The sealing face of each would have to be formed flat, convex or concave, according to position, if excessive initial wear is to be avoided.

The toroidal cylinder is subject to asymmetric heating, having almost continuous combustion in one part while the other side handles the cool inlet air and petrol mixture only. This asymmetry appears to be aggravated by the lack of cooling on the inside of the pistons; there is no means for the heat of combustion to be dissipated through the piston rings

in this region. All this would result in a steep heat gradient across the pistons and lead to local distortion of the toroid and probably to piston seizure.

On either its outward or inward swing each piston is moving against the direction of rotation of the toroidal cylinder. At this moment of maximum relative velocity the rubbing speed between the outer periphery of the cylinder wall and piston would be far higher than that associated with an orthodox engine, particularly at speeds of 10,000 r.p.m., which Mr. Bradshaw claims are possible.

The inlet tract is very tortuous and, one would think, not very efficient, despite the use of an axial fan. At 5,000 engine r.p.m. this fan would be running at only 2,500 r.p.m. as it is attached to the rotating cylinder casing. On the engine illustrated the outside diameter of the fan is only 3in. Furthermore, the inlet port areas are smaller than the exhaust port areas, which experience shows to be the wrong way round.

No details are given of the gas sealing rings for the oscillating piston discs, other than that each disc has a running clearance of 0.002in. The sealing problem of these components would appear to be particularly difficult.

The Omega engine is of interest as an ingenious mechanism. Because of the radical departure from proven design features and its inability to accommodate alignment errors and thermal expansion, it would appear to require a long development period before it could become successful. The designer's claim of a 30 per cent saving in cost over an orthodox design appears difficult to substantiate.

H. M.

THE SPORTING YEAR IN RETROSPECT



BRILLIANT DOUBLE FIRST: C. A. S. "Tony" Brooks, in his first drive in a Grand Prix car, wins Britain's first Grand Prix since Seagrave's 1924 Sunbeam victory at San Sebastian. The occasion was, of course, this year's Syracuse Grand Prix; the car, the then new unstreamlined Connaught; his best—and record—lap, 102.3 m.p.h.

Principal Races

Place	Car	Driver	Average Speed
January 8: Auckland G.P., Ardmore circuit (210 miles, 100 laps of 2.1-mile circuit)			
1	Maserati	Bira	78.75 m.p.h.
2	Ferrari	P. N. Whitehead	78.74 m.p.h.
3	Ferrari	Gaze	77.94 m.p.h.

January 16: Argentine G.P., Buenos Aires circuit (three hours duration, 2.43-mile lap)			
1	Mercedes-Benz	Fangio	213.28 miles, 77.47 m.p.h.
2	Ferrari	Gonzalez-Farina-Trintignant	
3	Ferrari	Farina-Trintignant-Maglioli	2 laps behind

January 23: 1,000-kilometre sports car race, Buenos Aires circuit (617.1 miles, 38 laps of 16.4-mile circuit)			
1	Ferrari	Saenz Valiente and Ibañez	98.69 m.p.h.
2	Ferrari	Najurieta and Rivero	
3	Maserati	Grandio and Fararoni	2 laps behind

January 30: Buenos Aires formule libre G.P. (175.38 miles, total of two 30-lap heats, 2.92-mile circuit)			
1	Mercedes-Benz	Fangio	73.43 m.p.h.
2	Mercedes-Benz	Moss	
3	Ferrari	Gonzalez-Trintignant	

March 13: Sebring 12-hour race (5.2-mile lap)			
Classification on distance covered			
1	Jaguar	Hawthorn and Walters	951.6 miles, 79.3 m.p.h.
2	Ferrari	Hill and Shelby	79.2 m.p.h.
3	Maserati	Spear and Johnston	4 laps behind

Classification on handicap			
1	Ferrari	Hill and Shelby	
2	Osca	Lloyd and Huntton	
3	Jaguar	Hawthorn and Walters	

March 27: Valentino G.P. (221.39 miles, 90 laps of 2.46-mile circuit)			
1	Lancia	Ascari	87.83 m.p.h.
2	Maserati	Mieres	
3	Lancia	Villoresi	

April 2: B.R.D.C. British Empire Trophy sports car race, Oulton Park Circuit (3 heats of 16 laps, final 25 laps, 2.76-mile circuit)			
1	Later-Bristol	Scott-Brown	73.52 m.p.h.
			(h'cap 1 lap minus 1 min. 40 sec.)
2	Connaught	McAlpine	69.92 m.p.h.
			(2 laps minus 1 min. 40 sec.)
3	Aston Martin	Parnell	72.62 m.p.h.
			(1 lap minus 1 min. 40 sec.)

April 11: B.A.R.C. Richmond formula 1 race for Glover Trophy, Goodwood circuit (58.4 miles, 21 laps of 2.4-mile circuit)			
1	Maserati	Salvadori	89.26 m.p.h.
2	Cooper-Bristol	Gerard	
3	Connaught	Beaman	

Place	Car	Driver	Average Speed
April 11: Pau G.P. (189.2 miles, 110 laps of 1.72-mile circuit)			
1	Maserati	Behra	62.33 m.p.h.
2	Lancia	Castellotti	61.99 m.p.h.
3	Maserati	Mieres	61.82 m.p.h.

April 24: Bordeaux G.P. (187.3 miles, 123 laps of 1.52-mile circuit)			
1	Maserati	Behra	64.7 m.p.h.
2	Maserati	Musso	
3	Maserati	Mieres	

April 30-May 1: Mille Miglia sports car race, Brescia (992.4 miles)			
1	Mercedes-Benz	Moss and Jenkinson	97.99 m.p.h.
2	Mercedes-Benz	Fangio	93.09 m.p.h.
3	Ferrari	Maglioli and Monteferrario	91.32 m.p.h.

May 7: B.R.D.C. "Daily Express" Trophy formula 1 race, Silverstone circuit (175.8 miles, 60 laps of 2.93-mile circuit)			
1	Maserati	Collins	95.94 m.p.h.
2	Maserati	Salvadori	95.37 m.p.h.
3	Maserati	Bira	1 lap behind

May 8: Naples G.P. (152.85 miles, 60 laps of 2.55-mile circuit)			
1	Lancia	Ascari	68.92 m.p.h.
2	Maserati	Musso	
3	Lancia	Villoresi	1 lap behind

May 8: Production car race, Spa (175.2 miles, 20 laps of 8.76-mile circuit)			
1	Aston Martin	Frère	107.8 m.p.h.
2	Ferrari	Swaters	
3	Ferrari	Laurent	

May 14: Ulster A.C. Ulster Trophy race, Dundrod circuit (176 miles, 24 laps of 7.42-mile circuit)			
Classification on distance covered			
1	Jaguar	J. D. Titterton	89.06 m.p.h.
2	Jaguar	W. T. Smith	1 lap behind
3	Triumph	McMillen	3 laps behind

Classification on handicap			
1	Jaguar	W. T. Smith	86.77 m.p.h.
			(h'cap 1 lap)
2	Jaguar	J. D. Titterton	89.86 m.p.h.
			(scratch)
3	Triumph	McMillen	77.29 m.p.h.
			(3 laps 2 min.)

May 14-15: Bol d'Or 24-hour race, Montlhéry circuit (4.8-mile lap)			
1	Porsche	Veuliet and G. Olivier	1,973.2 miles, 82.17 m.p.h.
2	Porsche	Jeser and Spingler	80.79 m.p.h.
3	Maserati	Guyot and Parcy	78.17 m.p.h.

May 15-16: Bari G.P. (2.5-mile lap)			
Sports cars up to 2,000 c.c.			
1	Maserati	Perdisa	80.04 m.p.h.
2	Ferrari	Dalla Favera	
3	Maserati	Scarlatti	

Sports cars over 2,000 c.c.			
1	Maserati	Behra	82.07 m.p.h.
2	Maserati	Musso	
3	Ferrari	M. Gregory	

May 22: European G.P., Monaco circuit (195 miles, 100 laps of 1.95-mile circuit)			
1	Ferrari	Trintignant	65.81 m.p.h.
2	Lancia	Castellotti	
3	Maserati	Perdisa and Behra	1 lap behind

May 29: Hyères 12-hour race (4.54-mile lap)			
1	Ferrari	Canonica and Munaron	996 miles, 83 m.p.h.
2	Aston Martin	Gaze and McKay	
3	Aston Martin	Cosh and Hobden	

May 29: Albi G.P. (195.3 miles, 105 laps of 1.86-mile circuit)			
1	Maserati	Simon	81.03 m.p.h.
2	Maserati	Rosier	1 lap behind
3	Maserati	Gould	2 laps behind

May 29: Eifel sports car race, Nurburgring (142 miles, 10 laps of 14.2-mile circuit)			
1	Mercedes-Benz	Fangio	81.1 m.p.h.
2	Mercedes-Benz	Moss	
3	Ferrari	M. Gregory	

May 29: Supercortemaggiore sports car G.P., Monza circuit (624 miles, 160 laps of 3.9-mile circuit)			
1	Maserati	Behra and Musso	109.98 m.p.h.
2	Ferrari	Hawthorn and Maglioli	
3	Maserati	Perdisa and Mieres	3 laps behind

May 29: Frontières sports car G.P., Chimay circuit (149.14 miles, 22 laps of 6.78-mile circuit)			
1	Maserati	Musy	94.97 m.p.h.
2	Jaguar	Meunier	89.44 m.p.h.
3	Ferrari	Estager	89.18 m.p.h.

May 30: B.A.R.C. Johnson's Challenge Trophy sports car race, Goodwood circuit (58.4 miles, 21 laps of 2.4-mile circuit)			
1	Jaguar	Hamilton	84.1 m.p.h.
2	Jaguar	Berry	
3	Lotus	Anthony	

Place	Car	Driver	Average Speed
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May 30: Indianapolis 300-mile race (2.5-mile circuit)

1	John Zink Spl	Sweikert	128.21 m.p.h.
2	Chapman Spl	Beckenhausen	126.73 m.p.h.
3	Bardahl Spl	J. Davies	126.30 m.p.h.

June 3: Belgian G.P., Francorchamps circuit (315 miles, 36 laps of 8.75-mile circuit)

1	Mercedes-Benz	Fangio	118.76 m.p.h.
2	Mercedes-Benz	Moss	118.65 m.p.h.
3	Ferrari	Farina	117.52 m.p.h.

June 11-12: Le Mans 24-hour sports car race, Sarthe circuit (8.36-mile lap)**Classification on distance covered**

1	Jaguar	Hawthorn and Bueb	2,592.91 miles, 107 m.p.h.
2	Aston Martin	Collins and Frère	2,529.34 miles, 105.4 m.p.h.
3	Jaguar	Claes and Swaters	2,475.88 miles, 103.2 m.p.h.

Classification on handicap

1	Porsche	Polensky and von Frankenberg	1,241 figure of merit
2	Jaguar	Hawthorn and Bueb	1,232
3	Aston Martin	Collins and Frère	1,228

June 19: Dutch G.P., Zandvoort circuit (260 miles, 100 laps of 2.6-mile circuit)

1	Mercedes-Benz	Fangio	89.64 m.p.h.
2	Mercedes-Benz	Moss	89.63 m.p.h.
3	Maserati	Musso	89.15 m.p.h.

June 19: Shell sports car G.P., Imola circuit (156 miles, 50 laps of 3.12-mile circuit)

1	Maserati	Perdisa	88.0 m.p.h.
2	Ferrari	Maglioli	
3	Ferrari	Schell	

June 26: Portuguese sports car G.P., Oporto circuit (253 miles, 55 laps of 4.6-mile circuit)

1	Maserati	Behra	92.33 m.p.h.
2	Ferrari	M. Gregory	1 lap behind
3	Jaguar	Hamilton	1 lap behind

July 7: Leinster M.C. Leinster Trophy race, Wicklow circuit (133.4 miles, 16 laps of 8.34-mile circuit)

Cars up to 2,000 c.c.			
1	Empire-Lotus	Piper	75.90 m.p.h.
2	Tojeiro-Bristol	G. H. Rolls	75.16 m.p.h.
3	Frazer-Nash	Odium	73.29 m.p.h.

Cars over 2,000 c.c.

1	Jaguar	J. D. Titterton	79.44 m.p.h.
2	Jaguar	Heather	71.36 m.p.h.
3	Austin-Healey	Coleman	69.63 m.p.h.

Classification on handicap

1	Empire-Lotus	Piper	75.90 m.p.h. (h cap 2 laps)
2	Ford Spl	Bleakley	66.62 m.p.h. (3 laps 5 min)
3	Ford Spl	Smyth	71.90 m.p.h. (2 laps 3 min 30 sec)

July 10: Dolomite Gold Cup sports car race, Cortina d'Ampezzo (108.78 miles)

1	Mercedes-Benz	Gandebien	55.8 m.p.h.
2	Ferrari	Castellotti	
3	Osca	Cabanca	

July 16: R.A.C. British G.P., Aintree circuit (270 miles, 90 laps of 3-mile circuit)

1	Mercedes-Benz	Moss	86.47 m.p.h.
2	Mercedes-Benz	Fangio	
3	Mercedes-Benz	Kling	

July 23-24: Messina 10-hour sports car race (4.7-mile lap)

1	Ferrari	Castellotti and Trintignant	746.6 miles, 74.66 m.p.h.
2	Ferrari	Dos Santos and Caballen	710.4 miles, 71.04 m.p.h.
3	Maserati	De Filippis and Musitelli	704.0 miles, 70.40 m.p.h.

July 24: Lisbon sports car G.P., Monsanto circuit (104 miles, 55 laps of 1.38-mile circuit)

1	Ferrari	M. Gregory	82.88 m.p.h.
2	Maserati	de Graffenried	
3	Ferrari	Sales	

July 30: B.A.R.C. International Trophy formula 1 race, Crystal Palace circuit (2 heats of 10 laps, final 15 laps, 1.39-mile circuit)

1	Maserati	Hawthorn	77.38 m.p.h.
2	Vanwall	Schell	
3	Maserati	Salvadori	

August 1: B.R.S.C.C. Air Kruise Trophy sports car race, Brands Hatch circuit (2 heats of 12 laps, final 16 laps, 1.24-mile circuit)

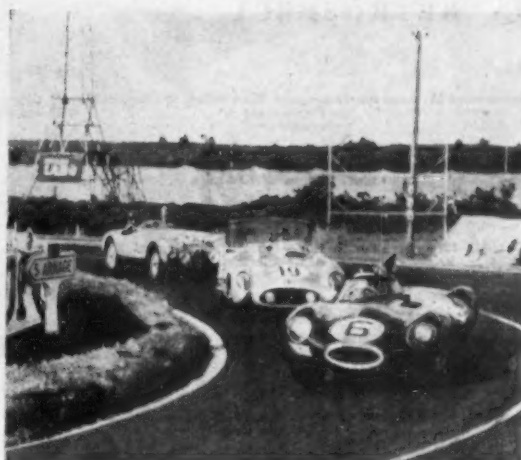
1	Cooper-Climax	Bueb	69.65 m.p.h.
2	Cooper-Climax	Russell	
3	Lotus-M.G.	Chapman	

August 6: Winfield J.C. Formula 1 race, Charterhall circuit (2 heats of 15 laps, final 20 laps, 2-mile circuit)

1	Maserati	Gerard	83.29 m.p.h.
2	Maserati	Gould	
3	Maserati	Rosier	

August 7: Swedish sports car G.P., Kristianstad circuit (129.93 miles, 32 laps of 4.06-mile circuit)

1	Mercedes-Benz	Fangio	100.36 m.p.h.
2	Mercedes-Benz	Moss	
3	Ferrari	Castellotti	



Though the Le Mans race was marred by disaster, the British contingent was cheered by Mike Hawthorn's spirited tussle with Fangio's 300SLR Mercedes-Benz, and subsequently by his win, in the D-type Jaguar with Ivor Bueb. Aston Martin were second and Jaguar, third

Place	Car	Driver	Average Speed
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August 13: West Essex C.C. Formula 1 race, Snetterton circuit (67.5 miles, 25 laps of 2.7-mile circuit)

1	Vanwall	Schell	80.80 m.p.h.
2	Vanwall	Wharton	
3	Maserati	Moss	

August 20: B.A.R.C. Nine-hour sports car race, Goodwood circuit (2.4-mile lap)

1	Aston Martin	Walker and Poore	741.6 miles, 82.24 m.p.h.
2	Jaguar	Titterton and Sanderson	739.2 miles, 82.02 m.p.h.
3	Aston Martin	Collins and Brooks	732.0 miles, 81.28 m.p.h.

August 27: B.R.S.C.C. "Daily Herald" Trophy sports car race, Oulton Park circuit (220.8 miles, 80 laps of 2.76-mile circuit)

1	Aston Martin	Parnell	81.16 m.p.h.
2	Ferrari	Hawthorn	
3	Aston Martin	Collins	

August 28: 500-kilometre sports car race, Nurburgring (14.2-mile lap)

1	Maserati	Behra	77.44 m.p.h.
2	Porsche	von Frankenberg	
3	E.M.W.	Rosenhammer	

September 3: B.A.R.C. "Daily Telegraph" Trophy formula 1 race, Aintree circuit (51 miles, 17 laps of 3-mile circuit)

1	Maserati	Salvadori	83.72 m.p.h.
2	Cooper-Bristol	Gerard	
3	Maserati	Gould	

September 11: Italian G.P., Monza circuit (312 miles, 50 laps of 6.24-mile circuit)

1	Mercedes-Benz	Fangio	128.40 m.p.h.
2	Mercedes-Benz	Taruffi	
3	Ferrari	Castellotti	

September 11: Inter-Europe Cup gran turismo race, Monza circuit (one hour duration, 1.58-mile circuit)

Up to 1,300 c.c.			
1	Porsche	von Hanstein	88.24 m.p.h.

Up to 2,000 c.c.			
1	Fiat	Gusdrucci	95.30 m.p.h.

Over 2,000 c.c.			
1	Lancia	Gatta	95.13 m.p.h.

September 17: R.A.C. Tourist Trophy race, Dundrod circuit (623 miles, 84 laps of 7.41-mile circuit)

1	Mercedes-Benz	Moss and Fitch	88.32 m.p.h.
2	Mercedes-Benz	Fangio and Kling	1 lap behind
3	Mercedes-Benz	von Tripps and Simon	2 laps behind

Classification on handicap

1	D.B.	Armagna and Laureau	0.99283 figure of merit
2	Mercedes-Benz	Moss and Fitch	0.98374
3	D.B.	Cornet and Storer	0.98356

September 24: Mid-Cheshire M.C. Gold Cup formula 1 race (150 miles, 54 laps of 2.76-mile circuit)

1	Maserati	Moss	85.94 m.p.h.
2	Lancia	Hawthorn	
3	Vanwall	J. D. Titterton	

IN RETROSPECT . . .

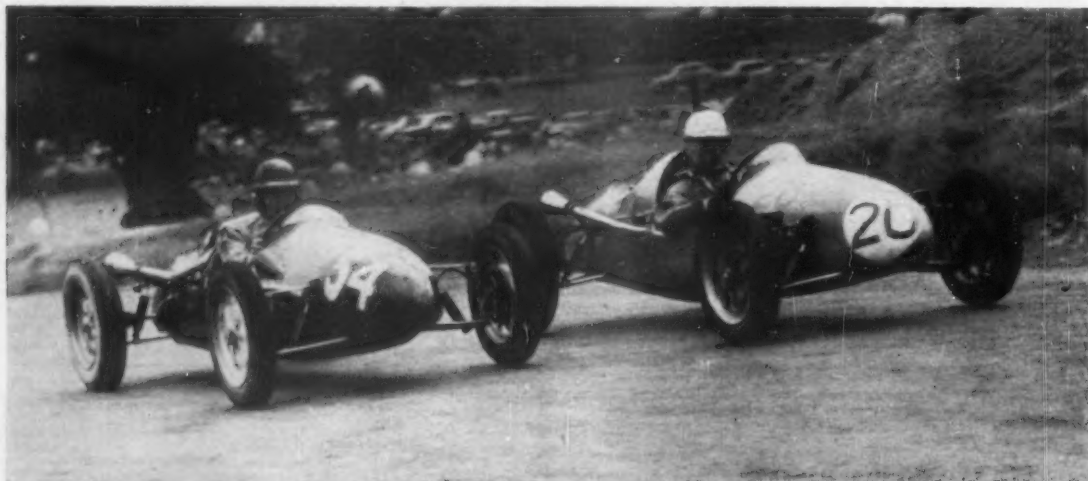
Place	Car	Driver	Average Speed
September 25: Avus sports car race (156.6 miles, 30 laps of 5.22-mile circuit)			
1	Porsche	von Frankenberg	122.7 m.p.h.
2	E.M.V.	Rosenhammer	
3	E.M.V.	Thiel	
October 1: Bristol M.C. and L.C.C. Avon Trophy formula 1 race, (181.2 miles, 55 laps of 1.84-mile circuit)			
1	Vanwall	Schell	86.07 m.p.h.
2	Maserati	Gould	
3	Cooper-Bristol	Gerard	
October 10: Australian G.P., Port Wakefield circuit (104 miles, 80 laps of 1.3-mile circuit)			
1	Cooper-Bristol	Brabham	72.5 m.p.h.

Place	Car	Driver	Average Speed
2	Maserati	Munt	
3	Lago-Talbot	Whiteford	
October 16: Targa Florio sports car race, Madonia circuit (581.63 miles, 13 laps of 44.74-mile circuit)			
1	Mercedes-Benz	Moss and Collins	59.8 m.p.h.
2	Mercedes-Benz	Fangio and Kling	59.35 m.p.h.
3	Ferrari	Castellotti and Manzoni	
October 23: Syracuse G.P. (239.3 miles, 70 laps of 3.42-mile circuit)			
1	Connaught	Brooks	99.34 m.p.h.
2	Maserati	Musso	
3	Maserati	Villoresi	2 laps behind
November 6: Venezuelan G.P., Caracas circuit (209 miles, 85 laps of 2.4-mile circuit)			
1	Maserati	Fangio	81.5 m.p.h.
2	Ferrari	de Portago	
3	Ferrari	de Graffenried	

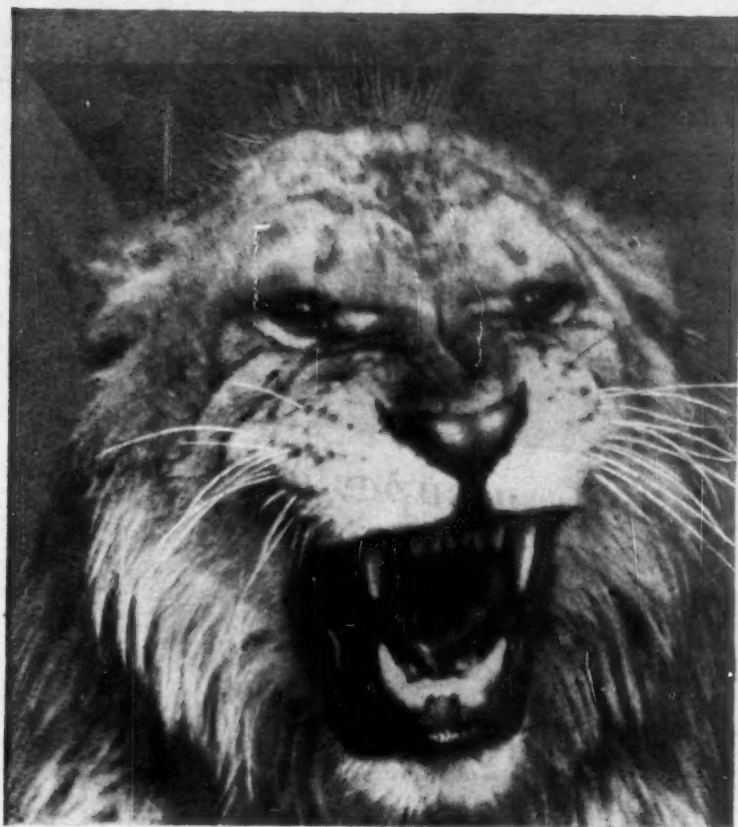
Principal Formula 3 Races

Place	Car	Driver	Average Speed
April 11: B.A.R.C. Earl of March Trophy, Goodwood (16.8 miles, 7 laps of 2.4-mile circuit)			
1	Cooper	Bueb	82.13 m.p.h.
2	Kieft	Parker	
3	Cooper	Davis	
April 11: B.R.S.C.C. Easter meeting, Brands Hatch (4 heats of 10 laps, 3 finals of 10, 12 and 15 laps, 1.24-mile lap)			
1	Cooper	Russell	69.71 m.p.h.
2	Cooper	Allison	
3	Cooper	D. Taylor	
May 7: B.R.D.C. "Daily Express" Trophy meeting, Silverstone (50 miles, 17 laps of 2.93-mile circuit)			
1	Cooper	Bueb	86.96 m.p.h.
2	Cooper	Russell	85.87 m.p.h.
3	Cooper	S. Lewis-Evans	86.45 m.p.h.
May 29: B.R.S.C.C. "Sporting Record" Trophy, Brands Hatch (3 heats of 10 laps, 3 finals of 10, 12 and 15 laps, 1.24-mile circuit)			
1	Cooper	Bueb	72.43 m.p.h.
2	Kieft	Parker	
3	Cooper	Wicken	
May 30: B.R.S.C.C. Redex Challenge Trophy, Crystal Palace (3 heats of 7 laps final 10 laps, 1.39-mile circuit)			
1	Cooper	Bueb	69.02 m.p.h.
2	Cooper	Wicken	
3	Cooper	Allison	
July 16: B.A.R.C. British G.P. meeting, Aintree (51 miles, 17 laps of 3-mile circuit)			
1	Cooper	Russell	78.19 m.p.h.
2	Cooper	S. Lewis-Evans	
3	Cooper	Ferguson	
July 30: B.A.R.C. Crystal Place meeting (13.9 miles, 10 laps of 1.39-mile circuit)			
1	Cooper	Russell	72.92 m.p.h.
2	Cooper	Bueb	
3	Cooper	Allison	
August 1: B.R.S.C.C. "Daily Telegraph" Trophy, Brands Hatch (3 heats of 10 laps, 3 finals of 10, 12 and 15 laps, 1.24-mile circuit)			
1	Cooper	Russell	71.16 m.p.h.
2	Cooper	Luston	
3	Cooper	Bueb	

Place	Car	Driver	Average Speed
August 6: Winfield J.C. Charterhall meeting (40 miles, 20 laps of 2-mile circuit)			
1	Cooper	J. K. Hall	77.6 m.p.h.
2	Cooper	Ferguson	
3	Cooper	Robinson	
August 13: West Essex C.C. Snetterton meeting (54 miles, 20 laps of 2.7-mile circuit)			
1	Cooper	J. K. Hall	70.30 m.p.h.
2	Cooper	Allison	
3	Cooper	Russell	
August 27: B.R.S.C.C. John Bull Trophy, Oulton Park (2 heats of 10 laps, final 15 laps, 2.76-mile circuit)			
1	Cooper	S. Lewis-Evans	79.55 m.p.h.
2	Cooper	Bueb	
3	Cooper	Boshier-Jones	
September 3: B.A.R.C. "Daily Telegraph" meeting, Aintree (51 miles, 17 laps of 3-mile circuit)			
1	Cooper	Russell	78.46 m.p.h.
2	Cooper	Boshier-Jones	
3	Cooper	Allison	
September 17: B.R.S.C.C.-B.R.D.C. Commander Yorke Trophy, Silverstone (2 heats of 10 laps, 2 finals of 10 and 40 laps, 2.5-mile circuit)			
1	Cooper	Westcott	72.81 m.p.h.
2	Cooper	Boshier-Jones	
3	Cooper	Howlett	
September 24: Mid-Cheshire C.C. Gold Cup meeting, Oulton Park (50 miles, 18 laps of 2.76-mile circuit)			
1	Cooper	Boshier-Jones	79.44 m.p.h.
2	Cooper	Davis	
3	Cooper	Allison	
October 1: Bristol M.C. and L.C.C. Castle Combe meeting (44 miles, 25 laps of 1.84-mile circuit)			
1	Cooper	Bueb	81.03 m.p.h.
2	Cooper	Boshier-Jones	
3	Cooper	J. K. Hall	
October 9: B.R.S.C.C. "Sporting Record" Trophy, Brands Hatch (3 heats of 10 laps, 3 finals of 10, 12 and 15 laps, 1.24-mile circuit)			
1	Cooper	Russell	73.18 m.p.h.
2	Cooper	Wicken	
3	Cooper	Bueb	



Formula 3 events throughout the season continued to thrill the crowds, the cars being closely matched. Here P. Robinson and A. V. Cowley, both in Coopers, are engaged in a typically close contest at the International B.R.S.C.C. meeting at Oulton Park.



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IN RETROSPECT . . .

British car, Norwegian driver: Per Malling and Gunnar Fadum, in the winning Sunbeam, on the Col de Saint-jean in the Monte Carlo Rally

Chief British Hill Climbs

Place	Car	Driver	Time Seconds
May 21: Prescott			
1	Cooper	Rivers-Fletcher	45.08
2	E.R.A.	Christie	45.12
3	Cooper	Marsh	45.22
June 19: Shelsley Walsh			
1	Cooper	Marsh	42.60
2	E.R.A.	Christie	43.21
3	Cooper	Henderson	44.07
July 2: Rest-and-be-Thankful			
1	Cooper	Marsh	56.12
2	Cooper	Marsh	56.90
3	Cooper	Christie	57.01
July 21: Bouley Bay			
1	Cooper	Wharton	53.0
2	Cooper	Marsh	53.4
3	L. G. Spl.	La Gallia	54.4
August 6: Craigantlet			
1	E.R.A.	Wharton	70.38
2	McCandless	McCandless	73.39
3	Cooper	Jamieson	75.69
August 28: Shelsley Walsh, Golden Jubilee			
1	Cooper	Marsh	36.00
2	E.R.A.	Wharton	36.15
3	Cooper	Wharton	37.44
September 11: Prescott			
1	Cooper	Boshier-Jones	44.45
2	E.R.A.	Bread	45.13
3	Cooper	Bueh	45.30



Speed Trials

Place	Car	Driver	Time Seconds
August 6: Great Aycliffe			
1	Cooper	Marsh	20.94
2	Cooper	Rivers-Fletcher	21.87
3	Cooper	Taylor	22.24
September 3: Brighton Jubilee speed trials			
1	E.R.A.	Wharton	23.99
2	Connaught	R. Walker	24.17
3	E.R.A.	Wharton	24.32

Major Rallies

January 17-24: Monte Carlo Rally
 1 Sunbeam ... 405,936 marks lost
 2 Dyna-Panhard ... 430,625 marks lost
 3 Mercedes-Benz ... 442,667 marks lost

February 5-6: Thames Estuary A.C. Cat's Eyes Rally
 Cat's Eyes Trophy (best performance): Austin A40 Sports (R. J. Randall and F. A. Freeman), 0 marks lost. **Special Award:** Austin A40 (B. H. Bowring and F. R. A. Turnbull), 0. **Touring cars:** Up to 1,300 c.c.: Ford Anglia (J. Moncrieff and T. F. Smith), 80. 1,301 to 1,600: Ford Consul (R. V. Fox and A. English), 100. 1,601 to 2,500: Sunbeam (I. Trigg and A. Doughty), 165. **Over 2,500:** Jaguar Mark VII (J. Cutbush and W. Durrant), 310. **Sports cars:** Up to 1,300: M.G. TF (S. Moore and Mrs. J. Chesterton), 25. 1,301 to 1,600: no finishers. 1,601 to 2,500: Triumph TR2 (B. Day and R. Fletcher), 15. **Over 2,500:** Austin-Healey (H. D. McKay and J. S. Hansen), 200.

February 25-March 1: Sestriere Rally
 1 Lancia Aurelia ... 33 penalty marks
 2 Fiat 1100 TV ... 32.4 penalty marks
 3 Lancia Aurelia ... 35 penalty marks

March 8-13: R.A.C. Rally of Great Britain
 1 Standard Ten ... 390.1 marks lost
 2 Triumph TR2 ... 462.3 marks lost
 3 Allard ... 615.4 marks lost

March 17-20: Lyon-Charbonnières Rally
 1 Alfa Romeo ... 0 marks lost
 2 Salomon ... 0 marks lost
 3 Renault ... 0 marks lost

April 4-8: Sello-Cannes Rally
 1 Fiat ... 0 marks lost
 2 D.K.W. ... 0 marks lost
 3 Simca ... 4.2 marks lost

April 8-12: Ulster A.C. Circuit of Ireland Trial
 Ulster A.C. Trophy (best performance): Triumph TR2 (R. C. and Mrs. McKinney), 352.6 marks lost. **Castlerough Trophy (best non-Ulster competitors):** M.G. (I. and Mrs. Appleby), 369.2. **Touring cars:** Up to 1,000 c.c.: Standard (E. T. McMillan and J. Haslett), 393.2. 1,001 to 1,600: Volkswagen (P. B.

Hopkirk and J. A. Garvey), 391.9. **Over 1,600:** Sunbeam (M. Glover and T. Lynd), 389.1. **Sports cars:** Triumph TR2 (R. C. and Mrs. McKinney), 352.6.

April 30-May 7: Tulip Rally
 1 Mercedes-Benz ... 67 min 56.5 sec; time including handicaps.
 2 Bristol ... Banks and Meredith-Owens ... 68 min 5.1 sec
 3 Mercedes-Benz ... Engel and Armbricht ... 68 min 15.7 sec

May 13-15: Lancashire A.C. Morecambe National Rally
 1 Aston Martin ... G. H. F. Parkes ... 112.2 marks lost
 2 Austin ... A. H. Senior ... 110.3 marks lost
 3 Triumph TR2 ... J. W. Waddington ... 119.9 marks lost

May 18-22: Nurburgring Rally
 1 D.K.W. ... Menz and Schröter ... 252.9 marks lost
 2 D.K.W. ... Meier and Luba ... 254.7 marks lost
 3 Porsche ... Strähle and Wencher ... 265.4 marks lost

May 30-June 3: R.A.S.C. Scottish Rally
Touring cars: Up to 1,000 c.c.: D.K.W. (P. S. Hughes), 267 marks gained. 1,001 to 1,600: Fiat (T. J. McGee), 256. 1,601 to 2,600: Riley (R. Crawford), 260. **Over 2,600:** Austin (R. W. Woolway), 259. **Grand touring and modified touring cars:** Up to 1,300: Renault (B. W. Furdson), 291. 1,301 to 2,600: Morgan (R. K. N. Clarkson), 257. **Over 2,600:** Jaguar XK140 (W. L. Sleigh), 272. **Sports cars:** Up to 1,600: M.G. (N. L. Paterson), 278. **Over 1,600:** Triumph TR2 (T. F. Fisher).

June 13-18: Midnight Sun Rally
 1 Porsche ... Borgelors and Gustavsson ... 9.4 marks lost
 2 Porsche ... Persson and Petersson ... 12.4 marks lost
 3 Peugeot ... Gruen and Jonsson ... 12.5 marks lost

June 18-19: Hants and Berks M.C. Mobilgas Economy Run
Best performance: Triumph TR2 (R. B. Bensted-Smith and D. L. Pratt), 1.02 m.p.g., 58 per cent above class average. **Up to 1,000 c.c. class:** Renault (B. J. Cumbers and A. Macdonald), 76.39 m.p.g., 53 per cent. 1,001 to 1,600: Simca Aronde (C. M. Walker and M. Webb), 57.03 m.p.g., 41 per cent. 1,601 to 2,600: Triumph TR2 (R. B. Bensted-Smith and D. L. Pratt), 71.82 m.p.g., 58 per cent. **Over 2,600:** Austin-Healey (H. G. W. Kendrick and Miss P. L. Wright), 48.36 m.p.g., 43 per cent.

IN RETROSPECT . . .

August 17-22: Liège-Rome-Liège Rally				
1 Mercedes-Benz	Gendebien and Stasse	...	...	0 marks lost
2 Salomon	Cotton and Lemerle	...	...	0 marks lost
3 Lancia	Claes and Bianchi	...	...	0 marks lost

August 21-September 11: Redex Round Australia Trial				
1 Volkswagen	L. Whitehead	...	...	21 marks lost
2 Volkswagen	E. Perkin	...	...	27 marks lost
3 Standard Vanguard	M. Brooks	...	...	45 marks lost

September 9-12: Viking Rally				
1 Peugeot	Egeberg and Bohle	...	...	21.75 marks lost
2 D.K.W.	Schlüter and Siegfried	...	...	26.75 marks lost
3 D.K.W.	Vold-Johansen and Karlan	...	...	41.90 marks lost

September 16-17: London M.C. London Rally
Wick Challenge Trophy (best performance): Triumph TR2 (J. Ray and J. Dixon), 33 marks lost. **Best in opposite category:** Ford (R. E. Stokes and R. E. Girling), 44. **Best modified car:** M.G. (J. R. Waller and P. Haffenden), 100.

October 15-16: Sheffield and Hallamshire M.C. Rally of the Dams
Regent Cup (best performance): Triumph TR2 (F. Snyman and T. H. Warburton). **Runner-up:** Triumph TR2 (H. Jacoby and W. K. Webster). **Production touring cars:** Austin (T. S. Baker and W. P. D. Ross). **Grand touring cars:** Jaguar (G. Wood and K. G. H. Pointing). **Modified touring cars:** Renault (A. H. Hill and R. L. Ward). **Production sports cars:** Triumph TR2 (R. A. Gouldbourne and S. Turner).

November 10-12: M.C.C. National Rally				
1 M.G. TA	S. P. A. Freeman and L. C. Eversden	...	...	21.59 credit marks
2 Sunbeam	A. C. Whatmough and B. R. Garlick	...	...	8.75 credit marks
3 Hillman	J. R. Robinson and F. B. Baxter	...	...	7.85 credit marks

Main British Trials

Geoff Newman, with the Cannon VII, wins the R.A.C. Trials Championship on December 17 and impresses the crowds with his polished driving



January 7-8: M.C.C. Exeter Trial
 32 first-class awards; 38 second-class awards; 28 third-class awards.

February 6: Hagley and District L.C.C. Cleve Hill Trial
Clee Hill Trophy (best performance): J.C.B. (J. C. Broadhead). **Bell Cup** (second): M. and L. (M. H. Lawson). **Hagley Cup** (third): Dellow (A. E. Marsh). 2 first-class awards; 2 second-class awards.

February 20: North Midland M.C. Kitching Trophy Trial
Kitching Trophy (best performance): Cannon VII (G. J. Newman). **Parker Trophy** (second): J.C.B. (J. C. Broadhead). **Noble Trophy** (third): Squamigerous (F. T. Lewis). **Senior Trophy** (fourth): Dellow (A. E. Marsh). 6 souvenir awards. **Team award:** R. F. Chappell, G. J. Newman and P. F. Highwood.

March 13: Yorkshire S.C.C. 4-44 Trophy Trial
4-44 Trophy (best performance): Austin (J. S. Jenkins). **Gambles Trophy** (runner-up): F.H.S. (F. Harrison). 4 first-class awards. **Team award:** J. S. Jenkins, C. Corbishley and R. W. Phillips.

April 3: Darlington and District M.C. Roderick Gray Sporting Trial
Best performance: Squamigerous (F. T. Lewis). **Second:** Trafford (N. Carr). **Third:** J.C.B. (J. C. Broadhead). 2 first-class awards. **Team award:** N. Carr, J. C. Broadhead and A. W. Lilley.

April 8-9: M.C.C. Land's End Trial
 49 first-class awards; 23 second-class awards; 27 third-class awards.

April 24: Lancashire and Cheshire C.C. Derbyshire Sporting Trial
Quick Trophy (best performance): Cannon VII (G. J. Newman). **Kukla Brewer Trophy** (second): Cannon VII (G. J. Newman). **Higher Road Trophy** (third): Austin (J. S. Jenkins). 4 first-class awards. **Team award:** G. J. Newman, R. F. Chappell and M. R. B. Cannon.

June 5: B.A.R.C. (Yorkshire Centre). Wilson Trophy Trial
Wilson Trophy (best performance): Cannon VII (R. F. Chappell). **Wilson Cup** (second): Austin (J. S. Jenkins). **Special award** (third): J.C.B. (J. C. Broadhead). 2 first-class awards. **Team award:** R. Kemp, R. F. Chappell and G. J. Newman.

September 25: West Hants and Dorset C.C. Knott Cup Trial
Knott Cup (best performance): Cannon VII (R. F. Chappell). **Ship Cup** (second): Cannon IX (A. Oliver). **Visitors' Cup:** Chandler (E. J. Chandler). 3 first-class awards; 3 second-class awards. **Team award:** West Hants and Dorset C.C.—A. Oliver, R. W. Faulkner and P. G. Cooper.

October 2: Taunton M.C. Allen Trophy Trial
Allen Trophy (best performance): Paul Spl I (R. W. Faulkner). **Bonner Trophy** (second): Kemp (R. Kemp). **Alan Small Trophy** (third): Cannon VIII (J. H. Appleton). 1 first-class award; 1 second-class award. **Team award:** London M.C.—F. P. Faulkner, R. W. Faulkner and B. H. Dees.

October 7-8: M.C.C. Derbyshire Trial
 19 first-class awards; 9 second-class awards; 15 third-class awards.

October 16: Southsea M.C. President's Trophy Trial
President's Trophy (best performance): Cannon VII (R. F. Chappell). **S.M.C. Trophy** (runner-up): Cannon VIII (J. H. Appleton). **Ansell Trophy** (best member): Paul Spl II (R. W. Faulkner). 2 first-class awards.

October 23: Maidstone and Mid-Kent M.C. Bosson Trophy Trial
Bosson Trophy (best performance): Paul II (R. W. Faulkner). **Anstey Trophy** (second): P.A.B. (P. A. Barden). **Kenneth Riley Memorial Trophy** (third): P.A.B. Spl (B. H. Dees). **Founder's Trophy** (fourth): Cannon VII (G. J. Newman). 3 souvenir awards. **Team award:** R. W. Faulkner, P. A. Barden and D. L. B. Cannon.

October 30: Sheffield and Hallamshire M.C. High Peak Trial
High Peak Challenge Trophy (best performance): Cannon (G. J. Newman). **Beaton Trophy** (second): Cannon VII (R. F. Chappell). **Needham Trophy** (third): Cannon V (D. L. B. Cannon). 4 special awards. **Team award:** G. J. Newman, R. F. Chappell and D. L. B. Cannon.

November 5: Cheltenham M.C. Cheltenham Trial
Player Bowl (best performance): M. and L. (M. H. Lawson). **C.M.C. Cup** (runner-up): Cannon VIII (J. H. Appleton). 3 first-class awards. **Team award:** Sheffield and Hallamshire M.C.—R. C. Needham, F. Harrison and R. W. Phillips.

November 6: Shonstone and District C.C. Chase Trophy Trial
Chase Trophy (best performance): Dellow (A. E. Marsh). **Rugeley Bowl** (best in opposite class): Dellow (W. A. Scott). 4 first-class awards; 4 second-class awards.

November 19: Bristol M.C. and L.C.C. Roy Fedden Trophy Trial
Roy Fedden Trophy (best performance): M. and L. (M. H. Lawson). **Alexander Duckham Cup** (second): Cannon VII (G. J. Newman). **Daphne Trophy** (third): Cannon VII (G. J. Newman). 3 first-class awards; 2 second-class awards. **Team award:** R. Kemp, F. T. Lewis and F. E. Wall.

November 27: Kentish Border C.C. Annual Sporting Trial
Alexander Bronze (best performance): Cannon VII (R. F. Chappell). **Alexander Trophy** (second): Cannon V (D. L. B. Cannon). **Committee Cup** (third): Cannon VII (G. J. Newman). **Harvey Cup** (fourth): P.A.B. (P. A. Barden). 2 first-class awards; 2 second-class awards. **Team award:** G. J. Newman, R. F. Chappell and D. L. B. Cannon.

December 3: London M.C. Gloucester Trial
Gloucester Challenge Cup (best performance): P.A.B. Spl (B. H. Dees). **Thomas Challenge Cup** (second): Chandler (E. J. Chandler). **Committee Challenge Cup** (third): Exspence (P. F. Highwood). 4 first-class awards; 4 second-class awards. **Team award:** J. H. Appleton, B. H. Dees and E. J. Chandler.

December 17: R.A.C. Trials Championship
Best performance: Cannon VII (G. J. Newman). **Second:** P.A.B. (P. A. Barden). **Third** (tie): M. and L. (M. H. Lawson) and Cannon XIV (M. R. B. Cannon). **Best Southern driver:** G. J. Newman. **Best Northern driver:** Squamigerous (F. T. Lewis).

Tolly good! **JAGUAR**

5 lap speed records during 1955!

LE MANS 121.498 M.P.H.

DUNDROD - 94.67 M.P.H.

SEBRING - 79.3 M.P.H.

SILVERSTONE - 95 M.P.H.

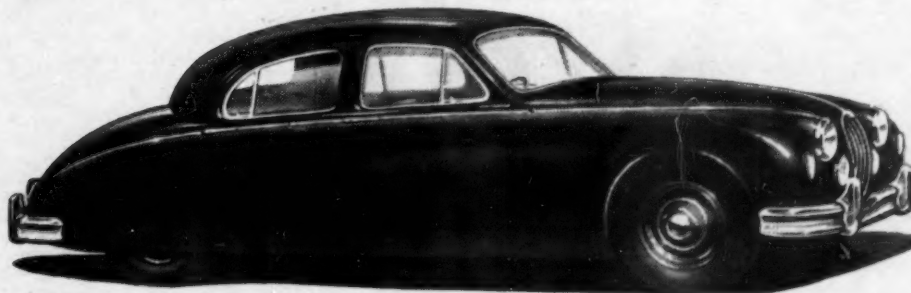
Sports Cars

SILVERSTONE 81.06 M.P.H.

Touring Cars

using

... no wonder Jaguar officially
recommend **SHELL X-100** for all
models, including the new 2.4 litre.



AVON

congratulates

David Brown

ASTON MARTIN

on outstanding successes in the 1955 season

7th May

SILVERSTONE

1st & 2nd B.R.D.C. Daily Express International Sports Car Race

8th May

SPA

1st Sports Car Grand Prix

11th - 12th June

LE MANS

1st 3 litre Class • 2nd General Classification

16th July

AINTREE

1st & 2nd B.A.R.C. Daily Telegraph Sports Car Race

30th July

CRYSTAL PALACE

1st International Sports Car Race

20th August

GOODWOOD

1st & 3rd International Nine Hour Race

27th August

OULTON PARK

1st & 3rd B.R.S.C.C. Daily Herald International Trophy Race

all won on

AVON

to-day's

leading tyres

On your car — fit the **AVON H-M** for Higher Mileage

The Sport

IN RETROSPECT

NORTON RETIREMENT CRYSTAL PALACE

IF ONE STANDS BACK for a moment to look at the year of motor sport, it certainly appears extraordinary. As the result of the two accidents at Le Mans and Dundrod, race organizers seemed suddenly to realize that motor racing was dangerous. In spite of that, there is the impression that, so far as the big events were concerned, an apparently undiminished public enthusiasm for the sport, far from taking the repeated cancellations as natural, was disagreeing with them. If this impression is correct, and I think it is, there is no reason to fear a lessening in the great popularity of motor racing.

It has been a bad year, without doubt; but the various bodies concerned are now well aware of the potential dangers and are taking steps to reduce them.

IN THE SOMEWHAT rarefied Grand Prix field—which, mercifully, has come out unscathed—the year has been a shade monotonous in so far as Mercedes were never really challenged after the unexpected Ferrari win at Monte Carlo in May. With the German retirement from all racing, things should level off considerably; next year promises to be extremely interesting as, on paper, anyone can win. Britain has never been stronger, having three promising G.P. cars any—or all—of which are potential winners. Through lack of development, these cars have not yet provided any serious—or at any rate lasting—opposition to the foreign teams, except, of course, Tony Brooks' magnificent trouncing of the works Maseratis in the Connaught at Syracuse.

The Vanwalls, so far, have not been quite fast enough, though Harry Schell's great drive in the British G.P. at Aintree and Desmond Titterton's at Oulton Park have shown the cars' potential. With the new chassis frame and more power—or less weight—they may well leave the red cars behind. Though short-lived, Peter Collins' drive in the new B.R.M. at Oulton Park in September was immensely encouraging; he held third position,

you will recall, ahead of a couple of Lancias, an admittedly slow Ferrari and Maseratis, until a defective pressure gauge misled Collins and the pit staff into believing that there was no oil pressure, and the car was retired.

There is no doubt that the absence of a suitable proving ground to some extent has been responsible for the lack of success or slow development of our cars. Much of this development work has thus had to be carried out only in the light of faults revealed by the races in which the cars have competed—hardly the way to produce world beaters.

THE DISAPPEARANCE of the 'so formidable 300SLR Mercedes-Benz from sports car races has made British prospects in this field look even rosier than in the Grands Prix. Jaguars are to continue racing and, under the A.C.O.'s proposed regulations for Le Mans, the D-type is eligible as a production sports car; by the same token, the 2.4-litre engine could be used in the prototype class. The DB3S Aston Martin would not qualify as a production car but could run as a prototype with the 2½-litre engine. In the 1,100 field we have the excellent Coventry Climax engine which, in the Mark IX

Lotus and rear-engined Cooper, has been supreme this season.

Until—and if—the special sub-committee's recommendations are ratified, it is impossible to say for certain whether or not the various British sports cars will comply with their requirements; in this respect, body dimensions appear to be the main snag.

AS FOR DRIVERS, we are well away, having provided the winners at Le Mans, Dundrod, the Targa Florio, Mille Miglia, Goodwood Nine Hours and other sports car events—and we still have the services of Stirling Moss who may drive with Mike Hawthorn in the Jaguar team. Peter Collins, though driving for Ferrari in G.P. events, will continue to drive Aston Martins.

Sports car racing—despite the setbacks it has received—and the big rallies have both gained considerably in public interest. Judging by letters received from readers, appeal in these fields vies with that for G.P. racing, being more within reach of the average driver's pocket. So far as rallies are concerned, this growth in importance has forced the manufacturers to spend more time and money in



Winter, and demolition charges, have reduced Le Mans to a state of chaos. In the top picture, which looks towards the Dunlop bridge, the mass of reinforced concrete to the right was once the pits. In the lower picture, down towards White House, the famous score board stands forlornly over the wreckage of the pits. These photographs will make an interesting comparison with the colourful scene next August 4

developing suitable cars. Though this tendency to develop sports and rally cars has been criticized on the grounds that it gives the private owner little chance of winning, many of the features developed in competition will be incorporated subsequently in production cars.

This raises the point that the amateur sometimes feels hard done by because of the greater interest in competition taken by the manufacturers. Though true to some extent, this is very short-sighted; if a manufacturer is interested in seeing his cars taking part in rallies and sports car races he is much more likely to assist the private entries in making their cars more suited to the job.

THE CALENDAR to some extent has been sorted out by the Priority Dates scheme. However, there can still, and will, be an enormous number of club meetings, run close together (geographically and in time) and all suffering from the impossibility of spreading a limited number of competitors over too many meetings. Again, I am certain that were clubs to combine to run meetings—as do the Eight Clubs with great success—things would be very much better. However, that is an ideal to which only the most self-sacrificing would agree. There is no doubt that the kudos gained by running a good meeting is reduced in proportion to the number of clubs sharing in its organization.

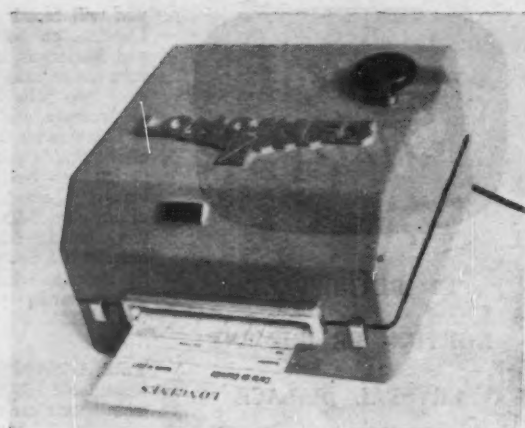
Whatever the sphere of your activities, best wishes for 1956. If you are a spectator, do not forget that, apart from the inconvenience to your relatives, it does the sport no good at all if you stand in a dangerous place and get yourself hurt. There is a limit to the degree to which race organizers can ensure your safety.

COMING SHORTLY

- DECEMBER 31.**—Epping Forest M.A. New Year film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 7.30 p.m.
31.—B.A.R.C. (East Sussex Branch). New Year's Eve dance, Seaford Head Hotel, Seaford, Sussex, 8.15 p.m.
JANUARY 1.—Hants and Berks M.C. Pairs point-to-point map reading run, Farnham by-pass road, Surrey, 10 a.m.
4.—Eastern Counties M.C. Annual general meeting, Crown and Anchor Hotel, Ipswich, Suffolk, 8 p.m.
6.—North London Enthusiasts' C.C. Annual dinner and dance.
6-7.—M.C.C. Exeter Trial, starting from London, Kenilworth and Launceston, 10.30 p.m.
7.—New Zealand G.P., Auckland.
8.—West Essex C.C. Capricorn Rally, The Three Jolly Wheelers, Woodford Bridge, Essex, 9 a.m.
8.—Harlow and District A.C. Treasure hunt, Edinburgh Way, Harlow, Essex, 2.30 p.m.
8.—Southsea M.C. Arnold Trophy event.
8.—Rover Sports Register, Amersham meeting, The Crown, Amersham, Buckinghamshire, 12.30 p.m.
11.—Harlow and District A.C. Annual general meeting, The Fox and Hounds, Hunsdon, Hertfordshire, 7.30 p.m.
14.—Rensaul O.C. Annual dinner and dance, Rembrandt Hotel, Knightsbridge, London, S.W.1.
15.—Buenos Aires 1,000-kilometre race, Argentina.
16-23.—Monte Carlo Rally.

The Sport

A new Printogines time-recording clock will be used in the Monte Carlo Rally. The operation plunger has been redesigned so that it is no longer possible to thump it down too hard



THE PRINTOGINES time-stamping clocks which will be used on the regularity section of the Monte Carlo Rally will differ from those used in last year's event; they are slightly less cumbersome and look a little like a small portable typewriter. The record cards, however, have still to be inserted into a mouth in the front of the case and the time recorded by pressing a button on top. The main difference is that there is now no danger of overstepping; the mouthpiece is now immovable, the adjustment for the number of the control point being made inside the instrument. Competitors in a certain R.A.C. Rally will be relieved to hear this!

Also eliminated in the new model is the risk, in the heat of the moment, of competitors venting their enthusiasm on the control button and driving it right through the mechanism; a striking fist will hit against the case before irreparable damage is inflicted.

I WONDER how many of you half-litre types, using double-knocker Norton engines, ever pause to think of their creator, Joe Craig? In this one class alone in the motor-racing scene has this country maintained complete supremacy, both internationally and on our own home ground. Every now and then one has heard murmurs of a strong foreign challenge in the offing—usually, be it noted, a multi-cylinder job—but so far none of these has offered more than a pin-prick in the way of opposition. The only thing that can, in fact, be said about the foreign multis is that they make a nicer noise.

Joe Craig started tuning and racing his own motor cycles as an amateur in the early 'twenties—very successfully, too. He joined Nortons in 1929, more than a quarter of a century ago, and the first machine for the preparation of which he was responsible won the Grand Prix de l'Europe in Barcelona, ridden by Tim Hunt.

Craig's dogged persistence with four-stroke singles, each year squeezing more and more power from them with no apparent sacrifice in reliability, has

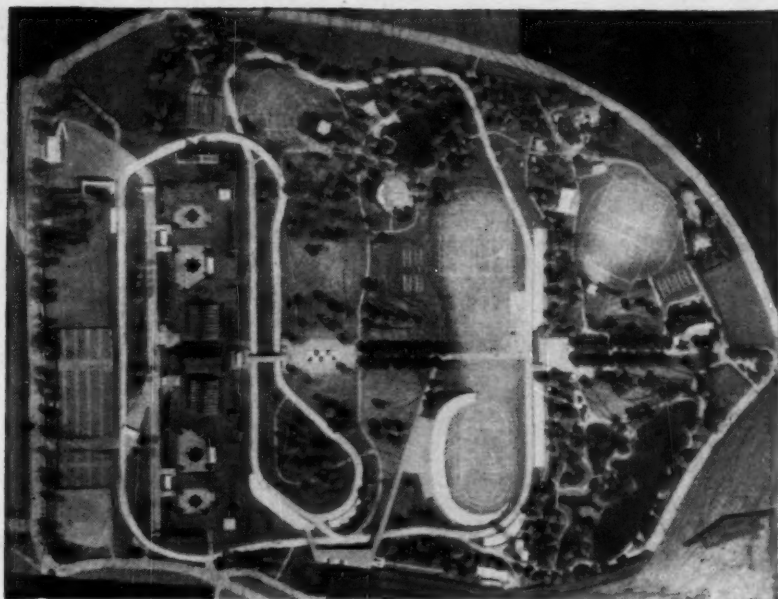
time and again baffled the pundits and shamed the Continental multi-cylinder exponents, and it is an open secret that the four-cylinder Vanwall Grand Prix engine owes a great deal to him. Now Craig has decided to retire from his technical directorship of Nortons.

TONY ROLT has announced that, because of business commitments, he will no longer be able to compete regularly in races. This is very sad news because, as well as being one of our foremost sports car drivers, Rolt's was one of the few big names in pre-war racing that survived in the post-war years. His most widely known success was his win, with Duncan Hamilton (105.85 m.p.h. in a C-type Jaguar), in the 1953 Le Mans race.

BECAUSE OF the abbreviated printing schedules over the Christmas holiday, it has not been possible to include the story of the Boxing Day Brands Hatch meeting in this issue. Apologies; it will appear in the issue of January 6.

IT'S ALWAYS the way at Christmas: For days you make out lists of the people to whom you want to send cards. Then comes the G.P.O.'s deadline and, after it—when it's too late to do anything about it—lots of cards come from people who you've forgotten to include in the list. To those, particularly—and all the others who have sent cards—my sincere thanks.

AMBITIOUS PLANS are afoot to increase the length of the Crystal Palace circuit from 1.39 miles to 2.4 and to widen the track from 30 to 35ft. The extra mile of track is to be achieved by constructing a new loop; the line of Maxim Rise and The Alley is to be continued past the present South Tower Corner, and a curve will lead into a new straight parallel with, but on a higher level than, the Terrace Straight. From the end of the new



London's circuit, the Crystal Palace, in sand-table form, with the proposed extensions. In principle, these have been approved: when they have been carried out the lap length will be 2.4 miles, instead of the present 1.39. The start and finish line on both old and new circuits is on the straight running down the right-hand side of the picture.

CLUB NEWS

Airedale Pirates M.C.C.—The night navigation rally held on Sunday, December 4, attracted a good entry. No driving tests were included in the event, the results depending mainly on the competitors' skill in map reading and time keeping. J. Bernard, in a Hillman Minx, won the premier award. Second and third places were taken by R. Umpleby in a Jowett and B. Chippendale in a Morris, and the team prize went to R. Kaye, D. Collinge and A. Bosomworth.

Eight Clubs.—The organization of next year's Eastbourne Rally has been undertaken by the Cemian Motor Club, and the date has been fixed for October 12 and 13.

Rover Sports Register.—A meeting is being arranged for Sunday, January 8, at the Crown, Amersham, Buckinghamshire. Lunch will be available at 12.30 p.m., and tea at 4.30. During the afternoon a programme of colour slides of motoring interest will be shown. Details of the meeting can be obtained from D. T. R. Dighton, 82, Raglan Gardens, Oxhey, Watford, Hertfordshire.

Vintage S.C.C.—The results of the Odiham Rally held on Sunday, December 11, are:

Vintage cars up to 1,500 c.c. First-class award: 1928 Humber (D. T. R. Dighton). Second-class: 1921 A.C. (T. N. Mackean). Third-class: 1927 Austin (L. T. D. Taylor); 1929 Rhode Hawk (S. R. Waine).

Vintage cars over 1,500 c.c. First-class award: 1927 O.M. (P. J. E. Binn); 1911 Humber (J. A. Denne). Second-class: 1930 Lagonda (M. Leo). Third-class: 1926 Alvis (D. K. Brown); 1924 Morris (M. J. Buckle).

Post-Vintage thoroughbred cars: First-class award: 1936 Bugatti (J. C. Erskine Hill). Second-class: 1936 Lancia (J. M. Hinchliffe). Third-class: 1935 Frazer-Nash (W. B. Heath); 1932 Frazer-Nash (P. Major).

Yorkshire S.C.C.—The first qualifying event for the 1956 B.T.D.A. Silver Star rally competition is the Yorkshire Rally on February 10-11. Entry is open to members of the B.A.R.C., Bolton-le-Moors C.C., East Yorkshire C.C., London M.C., North Midland M.C., Sheffield and Hallamshire M.C., Shenstone and D.M.C. and the promoting club; competing cars will run in two classes—up to and including 1,509 c.c. and 1,510 c.c. and over.

The start will be from the municipal car park in Brook Street, Ilkley, Yorkshire, the first car leaving at 10.01 p.m. on the Friday. The course, which will not exceed 500 miles in length, will be over main and secondary roads, mainly in Yorkshire. There will be no driving tests, but one or more special sections may be included in the route. Regulations for the rally can be obtained from the secretary of the meeting, P. J. Clay, Hollings Mills, Sowerby Bridge, Yorkshire. The closing date for individual entries is January 31, and for team entries February 4.

London M.C.—The 1956 London Rally will be run on September 21 and 22, and the following officials have been appointed for the event: clerk of the course, H. Rumsey; secretary of the rally, J. R. W. Thomas; chief marshals, K. Pettyfer and Mrs. Pettyfer; press officer, R. Twelveteens. These new appointments have been made to allow A. G. Inhof and other members of the organizing team for the previous five rallies to compete in next year's event.

East Anglian M.C.—A very successful dinner and dance was held on Friday, December 9, at the George Hotel, Colchester, under the chairmanship of A. C. Westwood. The guests of honour were the chairman of the Eastern Counties M.C., M. Baker-Munton, and his wife, and the awards were presented by Mrs. H. E. Kingsman. D. J. Morley won the Club Star for the most successful competitor during the year's events, and the runner-up, J. D. Short, received a new award, the Westwood Trophy.

The next competitive event will be a photographic rally on January 29, followed by the annual general meeting and a film show at the Albert Hotel, Colchester.

Plymouth M.C.—Over 200 members and guests were present at the annual dinner and dance, which was held at the Continental Hotel, Plymouth. In his speech, L. B. Fredman, the chairman of the club, pressed for extended facilities for the National Presidential Rally, which would, in future, be known as the Plymouth Rally. After the dinner and speeches, the 1955 awards were presented by the Lady Mayoress, Mrs. Edwin Broad.

The Sport

straight the road will sweep down and across the existing circuit, by means of a "fly-over," a little to the south of North Tower Crescent and after a short straight will join, by means of a hair-pin Terrace Straight just to the north of South Tower Corner.

Because of other plans for the Palace grounds, the existing paddock will have to be replaced, probably at the top of the avenue leading from the Penge entrance. The start and finish line can remain where it is, and a new restaurant to be built in the public park will be sited so that it can be used by motor racing spectators.

Pending decisions on the above plans—which have been approved in principle—work is going ahead with the re-surfacing of the existing track in order to be ready for the meeting on Easter Monday. Present records (Mike Hawthorn, Maserati, 78.93 m.p.h., and John Surtees, Norton, 75.82 m.p.h.) should not last long when the season starts.

PETER GARNIER

Taunton M.C.—The 25 competitors in the Allen Memorial Trophy Trial started from the Beam Bridge Inn, near Wellington, Somerset, at 1 p.m. on Sunday, December 11. Drivers had to contend with bitter winds and torrential rain; in spite of the fact that the course had been plotted for dry conditions, all the cars finished. The course included three driving tests and five observed hills, and trials specials, standard sports cars and standard saloon cars competed, the specials having to tackle four additional hills to offset their advantage over the production cars.

RESULTS

Allen Memorial Trophy (best performance): Morgan Plus Four (J. T. Spore), 9 marks lost. **Best in opposite class (saloons):** Ford Anglia (J. Buncombe), 38. **Best special:** Ford Spt. (B. Pleswater), 59. **First-class awards:** Saloons: Ford Anglia (J. Moffatt), 59. Standard Ten (H. Liddell), 50. Sports cars: Morgan Plus Four (T. D. Warren), 40.

Manchester University M.C.—The fourth Christmas Team Rally was run over a 480-mile route on Saturday and Sunday, December 10 and 11. The cars left the two starting points—Burnley in the North and St. Neots in the South—at 4 p.m. on the Saturday afternoon. After 105 miles of motoring, the two contingents converged on a central check control at the Castle Hotel, Bakewell, Derbyshire. After a one-hour break, the cars set off on a 370-mile loop leading to the finish, which was within a mile of Bakewell. A special test was held en route during the night.

RESULTS

Winning team: Loughborough College. **Best individual performance:** Triumph TR2 (J. D. Scott). **Runner-up:** Triumph TR2 (J. Crawford). **Class winners:** Up to 1,350 c.c.: Ford Prefect (P. E. Brown). 1,351 to 2,000: Triumph TR2 (J. W. Peach). Over 2,000: Morgan Plus Four (A. Pollack).

Lancashire A.C.—The results of the Whitaker Trophy night rally held on December 3-4 are:

Best performance: Fiat (S. E. Mather), 10 marks lost.

Novice award: Ford (W. G. Huddleston), 29. **First-class awards:** M.G. (R. Hebdon), 12; Triumph TR2 (J. W. Waddington), 16; Triumph TR2 (Mrs. R. Beaumont), 18; M.G. (B. V. Pickles), 19; M.G. (D. N. Tattersall), 19; Standard (J. S. Marples), 20; Triumph TR2 (P. Bayliss), 22; Morris (G. P. Crabtree), 23; Ford (D. W. Vernon), 24; Triumph TR2 (C. L. Kinna), 25; M.G. (L. C. Windsor), 25; Morris (J. P. Tattersall), 25; Austin (A. Culver), 26; M.G. (O. M. Watson-Smith), 26; Jowett (G. Hebdon), 28; Vauxhall (Mrs. Bannatyne), 34; Austin (J. H. Wright), 35; Austin (Mrs. A. Woolley), 35; Morris (A. L. A. Fearn), 44.

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405 Saloon, 8,000 miles, 1952 £2,950
403 Saloon, 26,000 miles, 1953 £1,850
(Choice of three from £1,600)
401 Saloon, Special car, 1952 £1,400
(Choice of four from £1,850)
400 Saloon, reconditioned, exceptional £800
(Choice of three from £720)

FIAT

600 Saloon, 60 m.p.h., 55 m.p.g. £620
1100 Saloon, 75 m.p.h., 38 m.p.g. £852
1100 T.V. saloon (with sports engine), 85 m.p.h., 33 m.p.g. £1,126
1400 Saloon, 78 m.p.h., 34 m.p.g. £1,162
1900 Saloon (5-speed gearbox), 83 m.p.h., 30 m.p.g. £1,471
1900 Saloon (full light windows), 83 m.p.h., 30 m.p.g. £2,876

USED CARS

600 Saloon, 900 miles, snip £575
Several others.

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1300 Aronde saloon, with the new "Flash" engine, 82 m.p.h., 37 m.p.g. £917

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Henry Ford II (standing), president of the Ford Motor Company, and his brothers Benson (left) vice-president and group director of the Mercury and special products division, and William, vice-president and group director of Lincoln and Continental divisions; they are grandsons of the founder of the firm. The first Ford company stock will be offered to the American public early next year



IN BRIEF

Mr. T. R. Hardman has been appointed general manager by Tecalemit, Ltd. This company manufactures lubrication equipment in Plymouth and Brentford.

Lodge plugs were used by Mr. Richard Pape in his journey from the North Cape to Cape Town, not K.L.G.s, as stated in a recent issue.

Hippodrome Motors of Victory House, Hurst Street, Birmingham, 5, have been appointed stocking agents for Rootes Group products. The proprietors are Raymond Charles (Birmingham), Ltd.

L. H. Spring and Co., Friern Barnet Garage, Colney Hatch Lane, London, N.11, have been appointed stockist agents by the Ford company, of Dagenham. They are also agents for Standard and Triumph cars.

Mr. G. Anthony Hepworth has been appointed a director of Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4. The company manufactures Hepolite products. Mr. Hepworth is the only son of Mr. E. Hepworth, the company's chairman and managing director, and is a grandson of the founder.

An agreement has been signed under which the Hollingdrake Automobile Co., of Stockport, Cheshire, acquired the share capital of C. A. Britten & Co., (Liverpool), Ltd. Both companies are distributors for Standard and Triumph cars. Mr. C. A. Britten, who founded his company in 1922, will remain as managing director.

In *The Autocar* of November 25 reference was made to Wm. Knowles (Bebington), Ltd., as manufacturers of an upper cylinder lubricator. This company was taken over in December, 1954, by Douglas Holt (Estd. 1919), Ltd., 5 and 6, Eagle Street, Holborn, London, W.C.1, at which time the lubricator ceased to be manufactured under the K.K.I. trade name. The Douglas Holt company is not manufacturing an upper cylinder lubricator, but is making a range of upper cylinder lubricants.

Dr. Alan Clowes Kirby has been appointed a director of Kirbys, Ltd., Rootes distributors, of Lord Street, Southport, Lancashire.

Mr. W. C. Hooke has been appointed general representative for Mid and East Lancashire by the Avon India Rubber Co., Ltd., Melksham, Wiltshire. Mr. C. Taylor has been appointed general representative for central London.

A new depot has been opened in Norwich by the North British Rubber Co., Ltd., Castle Mills, Edinburgh, 3. It is located at the Norwich Haulage Co., Trowse, Norwich, telephone Norwich 23267. It will operate as a sub-depot of the London branch under Mr. A. Eaton-Clarke, regional manager. The depot manager will be Mr. S. D. Merrick.

Radio-equipped Land-Rovers are being used by the Warwickshire County Constabulary for general duty purposes. An auxiliary dynamo is fitted for charging the radio battery, and 6-ply tubeless tyres form part of the equipment. The county police fleet includes a number of Jaguar Mark V saloons, several of which have covered more than 250,000 miles.

At an extraordinary general meeting to be held in London on December 30, stockholders of the Triplex Safety Glass Co., Ltd., will be asked to authorize an increase in capital to enable the company to obtain complete control of Triplex (Northern), Ltd., St. Helens, Lancashire. It is now proposed to increase the authorized capital from £830,000 to £1,022,771.

Mr. G. C. Welby has been appointed to full responsibility for all sales and service functions, both home and overseas, by Vauxhall Motors, Ltd. He was formerly responsible for the home sales department, where he is succeeded by Mr. G. E. Moore. Mr. G. E. Rust has been appointed field operations manager, and Mr. R. H. Batchelor is now deputy director of supply. Mr. C. G. Tipper has been put in charge of the export sales department.



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AUSTIN A30 4-door, grey, heater	8557	2	0
AUSTIN A30 2-door, black, heater	8534	12	0
FORD Zephyr, grey, heater	8817	7	0
FORD Consul, grey, heater, leather upholstery	8739	7	0
FORD Squire Estate Car, green, heater	8881	12	0
STANDARD Super 8, blue, leather upholstery	8823	17	0
STANDARD 6 cwt. pick-up truck	8423	11	3
TRIUMPH T.R.2, green (pre-Budget price)	8886	10	10
MORRIS Isis de luxe, black	8893	17	0
M.G. Magnette, black or red	8968	17	0
WOLSELEY 6/90, green	8126	7	0

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A.C.		
2-litre saloon, 2 door	1,027 12 2	1,542 15 3
Saloon, 4-door	1,107 19 4	1,663 6 0
Ace two-seater	1,100 0 0	1,651 7 0
Acce coupé	1,375 0 0	2,063 17 0
ALFA ROMEO		
1300 Giulietta saloon	1,150 0 0	1,726 7 0
Sprint Spyder	1,410 0 0	2,116 7 0
1900 Super saloon	1,750 0 0	2,626 7 0
T.I. saloon	1,900 0 0	2,851 7 0
Primavera coupé	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,731 7 0
ALLARD		
Monte Carlo saloon	1,782 0 0	2,674 7 0
Safari estate car	1,782 0 0	2,674 7 0
K.3 touring 3-seater	1,537 0 0	2,306 17 0
J.R.2 sports-racer	1,722 0 0	2,584 7 0
ALVIS		
3-litre Graber saloon	1,850 0 0	2,776 7 0
A-SIDDELEY		
Sapphire 346 saloon (synchromesh)	1,215 0 0	1,823 17 0
(preselector)	1,285 0 0	1,928 17 0
Limousine	1,910 0 0	2,966 7 0
Sapphire 234 saloon	1,065 0 0	1,598 17 0
Sapphire 236 saloon	1,104 0 0	1,657 7 0
ASTON MARTIN		
D.B. 2-4 saloon	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupé	2,200 0 0	3,301 7 0
D.B.35 2-seater	2,600 0 0	3,901 7 0
AUSTIN		
A.30 Seven 2-door	335 0 0	503 17 0
A.30 Countryman	395 0 0	593 17 0
A.40 Cambridge	468 0 0	703 7 0
A.40 Countryman	516 0 0	775 7 0
A.50 Cambridge	478 0 0	718 7 0
A.90 Westminster	558 0 0	838 7 0
A.135 Princess III		
S.W.B. saloon	1,465 0 0	2,498 17 0
L.W.B. limousine	2,000 0 0	3,001 7 0
AUSTIN-HEALEY		
100 sports 2-seater	750 0 0	1,126 7 0
100M sports 2-seater	855 0 0	1,283 17 0
BENTLEY		
Series 5 saloon	3,295 0 0	4,943 17 0
Jas. Young saloon	4,665 0 0	6,998 17 0
Hooper saloon	4,715 0 0	7,073 17 0
Continental, H.		
Mulliner saloon	4,960 0 0	7,441 7 0
Park Ward saloon	4,775 0 0	7,163 17 0
Park Ward D.H. coupé	4,775 0 0	7,163 17 0
B.H.W.		
Type 501 6 cyl. saloon	1,377 0 0	2,066 17 0
8 cyl. limousine	1,638 0 0	2,458 7 0
Type 502 limousine	1,792 0 0	2,689 11 0
Type 503 sports	2,975 0 0	4,463 17 0
Fixed-head coupé	2,975 0 0	4,463 17 0
Type 507 sports	2,800 0 0	4,201 11 0
Isetta Motocoupé	292 0 0	439 7 0
BORGWARD		
Isabella 60 saloon	806 2 11	1,210 11 5
Coupé	1,248 13 10	1,874 7 9
Station wagon	858 1 9	1,288 9 8
Isabella TS saloon	916 15 0	1,373 11 8
Pullman 2400 saloon	1,409 2 1	2,115 0 2
Saloon (Hansamatic)	1,501 7 0	2,253 7 6
BRISTOL		
405 saloon	2,390 0 0	3,586 7 0
Drop-head coupé	2,450 0 0	3,676 7 0
BUICK		
Series 52 saloon	—	—
Century saloon	—	—
Roadmaster saloon	—	—
CADILLAC		
Series 62-19 saloon	—	—
Eldorado convertible	—	—
Fleetwood saloon	—	—
CITROEN		
2 c.v. saloon	398 0 0	598 7 0
2-litre DS19 saloon	993 0 0	1,486 7 0
DAIMLER		
Conquest saloon	1,066 0 0	1,600 7 0
Conquest Century	1,172 0 0	1,759 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
One-O-Four saloon	1,885 0 0	2,828 17 0
Lady's model	2,105 0 0	3,158 17 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K.400 limousine	2,793 0 0	4,190 17 0
DELLOW		
Mark IIB sports	448 0 0	673 7 0
Mark IIC sports	477 0 0	716 17 0
Mark V sports 2-seater	542 0 0	814 17 0
D.K.W.		
Three-six saloon	632 0 0	949 7 0
FAIRTHORPE		
Mark IM	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark IIE	332 14 0	500 8 0
FIAT		
600 saloon	412 10 0	620 2 0
New 1100 saloon	578 10 0	869 2 0
1100 TV saloon	750 0 0	1,126 7 0
1400 A saloon	774 0 0	1,162 7 0
1900 saloon	980 0 0	1,471 7 0

(Continued on next page)

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MORRIS Oxford Saloon first registered in June 1954, finished in Black with Red upholstery.
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FORD			Nash (continued)		
Popular saloon ...	275 0 0	413 17 0	Ambassador saloon ...	—	—
Anglia saloon ...	360 0 0	541 7 0	Statesman saloon ...	—	—
Saloon de luxe ...	382 0 0	574 7 0	OLDSMOBILE		
Perfect saloon ...	395 0 0	593 17 0	Series 80 Super saloon ...	1,640 0 0	2,460 15 0
Saloon de luxe ...	420 0 0	631 7 0	Series 90 de luxe saloon ...	1,985 0 0	2,978 17 0
Escort estate car ...	414 0 0	622 7 0	Scarfie convertible ...	2,080 0 0	3,121 7 0
Squire estate car ...	445 0 0	668 17 0	PACKARD		
Consul saloon ...	470 0 0	706 7 0	Clipper de luxe saloon ...	2,205 0 0	3,310 4 9
Zephyr saloon ...	532 0 0	799 7 0	Patrician ...	2,762 0 0	4,144 4 9
Zephyr Zodiac ...	600 0 0	901 7 0	Caribbean hardtop ...	3,115 0 0	4,673 14 9
FORD (Canadian)			PANHARD		
Fairlane saloon ...	1,500 0 0	2,263 7 0	Dyna Junior sports cabriolet ...	755 15 4	1,165 0 0
FRAZER NASH			Dyna de luxe Special saloon ...	702 8 8	1,055 0 0
Targa Florio Fast Roadster ...	1,650 0 0	2,476 7 0	PEUGEOT		
Terrismo fixed-head coupé ...	2,150 0 0	3,226 7 0	Type 203 saloon ...	635 9 1	954 8 2
Mark II competition ...	2,250 0 0	3,376 7 0	Station wagon ...	734 17 4	1,102 10 6
Le Mans fixed-head coupé ...	2,450 0 0	3,676 7 0	Type 403 saloon ...	798 7 11	1,197 16 5
Sabring 2-seater ...	2,250 0 0	3,376 7 0	PONTIAC		
HILLMAN			Chieftain saloon ...	1,450 0 0	2,176 1 2
Mini special Saloon ...	470 0 0	706 7 0	Catalina coupé ...	1,776 0 0	2,962 8 10
De luxe Saloon ...	495 0 0	743 17 0	Star Chief convertible ...	2,050 0 0	3,073 5 0
Californian ...	550 0 0	826 7 0	PORSCHE		
Estate car ...	565 0 0	848 17 0	Type 356 1600 Speedster ...	1,225 0 0	1,838 17 0
Musky ...	415 0 0	623 17 0	Fixed-head coupé ...	1,260 0 0	1,891 7 0
H.R.G.			Super fixed-head coupé ...	1,380 0 0	2,071 7 0
11-litre 2-seater ...	895 0 0	—	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
HUDSON			Super drop-head coupé ...	1,500 0 0	2,251 7 0
Rambler super saloon ...	—	—	Type 550 1500 spyder ...	2,715 0 0	4,073 17 0
Wasp saloon ...	—	—	Carrera coupé ...	1,865 0 0	2,798 17 0
Hornet saloon ...	—	—	RENAULT		
HUMBER			750 de luxe saloon ...	422 10 0	635 2 0
Hawk saloon ...	715 0 0	1,073 17 0	De luxe saloon (sliding roof) ...	424 10 0	653 2 0
Touring limousine ...	795 0 0	1,193 17 0	De luxe saloon (Ferlec clutch) ...	442 0 0	664 7 0
Estate car ...	885 0 0	1,328 17 0	Frégate 2-litre saloon ...	499 0 0	1,049 17 0
Super Snipe saloon ...	1,095 0 0	1,643 17 0	Grand Pavon saloon ...	850 0 0	1,276 7 0
Touring limousine ...	1,175 0 0	1,763 17 0	Amiral saloon ...	829 0 0	1,244 17 0
JAGUAR			RILEY		
2.4-litre saloon ...	895 0 0	1,343 17 0	Pathfinder saloon ...	875 0 0	1,313 17 0
Special Equipment ...	916 0 0	1,375 7 0	ROLLS-ROYCE		
Saloon (overdrive) ...	940 0 0	1,411 7 0	Silver Cloud saloon ...	3,385 0 0	5,078 17 0
Mark VII Type M ...	1,140 0 0	1,711 7 0	Hooper saloon ...	4,805 0 0	7,208 17 0
Saloon (overdrive) ...	1,185 0 0	1,778 17 0	H. J. Mulliner saloon ...	4,950 0 0	7,426 7 0
Saloon (automatic) ...	1,268 0 0	1,903 7 0	Jas. Young saloon ...	4,755 0 0	7,133 17 0
XK 140 sports 2-seater ...	1,217 10 0	1,692 12 0	Silver Wraith Series E ...	—	—
Drophead coupé ...	1,160 0 0	1,741 7 0	Park Ward touring saloon ...	5,170 0 0	7,756 7 0
Fixed-head coupé ...	1,140 0 0	1,711 7 0	Park Ward limousine ...	5,295 0 0	7,943 17 0
D-type sports 2-seater ...	2,585 0 0	3,878 17 0	Hooper touring limousine ...	5,295 0 0	7,943 17 0
JENSEN			Hooper limousine ...	5,295 0 0	7,943 17 0
Model 541 saloon ...	1,285 0 0	1,928 17 0	H. J. Mulliner touring limousine ...	5,245 0 0	7,898 17 0
Interceptor de luxe ...	1,800 0 0	2,701 7 0	Jas. Young saloon ...	5,295 0 0	7,943 17 0
Convertible de luxe ...	1,800 0 0	2,701 7 0	ROVER		
LAGONDA			60 saloon ...	840 0 0	1,261 7 0
2-litre saloon ...	2,600 0 0	3,901 7 0	75 saloon ...	915 0 0	1,373 17 0
Drophead coupé ...	2,700 0 0	4,051 7 0	90 saloon ...	945 0 0	1,418 17 0
LANCHESTER			SIMCA ARONDE		
Sprite saloon ...	864 0 0	1,300 7 0	1300 Elysée saloon ...	609 10 0	915 12 0
LANCIA			Grand Large ...	642 0 0	994 7 0
Appia saloon ...	1,250 0 0	1,876 7 0	SIMCA VEDETTE		
Aurelia Series II saloon ...	1,550 0 0	2,326 7 0	Trianon saloon ...	891 0 0	1,337 17 0
Aurelia Grand Turismo ...	—	—	Versailles saloon ...	938 0 0	1,408 7 0
Spyder ...	2,115 0 0	3,173 17 0	Régence saloon ...	1,053 0 0	1,580 17 0
LINCOLN			Marly station wagon ...	1,225 0 0	1,838 17 0
Continental Mark II ...	—	—	SINGER		
Premiere saloon ...	2,461 0 0	3,692 17 0	Hunter 5 saloon ...	612 0 0	919 7 0
MERCEDES-BENZ			Hunter saloon ...	687 10 0	1,032 12 0
180 saloon ...	1,195 0 0	1,793 17 0	Hunter 75 saloon ...	811 0 0	1,217 17 0
180D (diesel) saloon ...	1,260 0 0	1,891 7 0	SKODA		
190SL sports saloon ...	1,850 0 0	2,776 7 0	440 saloon de luxe ...	560 0 0	841 7 0
220a saloon ...	1,552 0 0	2,329 7 0	1200 saloon ...	630 0 0	946 7 0
330 saloon ...	2,525 0 0	3,788 17 0	STANDARD		
300c saloon de luxe ...	2,675 0 0	4,013 17 0	Eight Family saloon ...	369 0 0	554 17 0
300S coupé ...	4,110 0 0	6,166 7 0	Super saloon ...	405 0 0	608 17 0
300SL saloon ...	3,100 0 0	4,651 7 0	Super Ten saloon ...	430 0 0	646 7 0
MERCURY			Companion estate car ...	485 0 0	728 17 0
Montclair saloon ...	2,006 0 0	3,010 7 0	Vanguard III saloon ...	599 0 0	895 17 0
M.G.			Estate car ...	633 0 0	950 17 0
MGA 2-seater ...	595 0 0	893 17 0	Vanguard diesel saloon ...	735 0 0	1,103 17 0
Magnette saloon ...	645 0 0	968 17 0	SUNBEAM		
MORGAN			Rapier saloon ...	695 0 0	1,043 17 0
4.4 Series II 2-seater ...	450 0 0	676 7 0	Mark III saloon ...	835 0 0	1,253 17 0
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	TRIUMPH		
4-seater ...	610 0 0	916 7 0	T.R.2 2-seater ...	625 0 0	938 17 0
Drop-head coupé ...	640 0 0	961 7 0	Hardtop ...	670 0 0	1,006 7 0
Plus 4 (Vanguard) 4-seater ...	580 0 0	871 7 0	T.R.3 sports 2-seater ...	650 0 0	976 7 0
Drop-head coupé ...	610 0 0	916 7 0	Hardtop ...	695 0 0	1,043 17 0
MORRIS			VAUXHALL		
Minor, Series II, saloon ...	373 0 0	560 17 0	Vyvern saloon ...	510 0 0	766 7 0
Saloon de luxe ...	389 0 0	584 17 0	Velox saloon ...	650 0 0	801 7 0
Saloon, 4-door ...	395 0 0	593 17 0	Cresta saloon ...	620 0 0	931 7 0
Convertible ...	373 0 0	560 17 0	VOLKSWAGEN		
Traveller ...	422 10 0	635 2 0	Standard saloon ...	422 10 0	635 2 0
Cowley saloon ...	495 0 0	743 17 0	Saloon de luxe (sliding head) ...	525 0 0	788 17 0
Oxford, Series II, saloon ...	525 0 0	788 17 0	Convertible ...	670 0 0	1,006 7 0
Traveller ...	565 0 0	848 17 0	WOLSELEY		
Isis saloon ...	565 0 0	848 17 0	Four-door four saloon ...	595 0 0	893 17 0
Traveller ...	675 0 0	1,013 17 0	Six-ninety saloon ...	750 0 0	1,126 7 0
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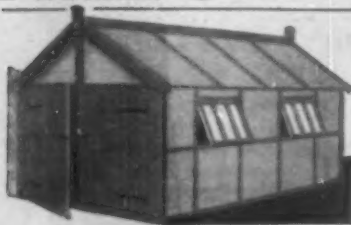
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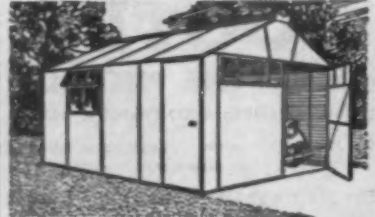
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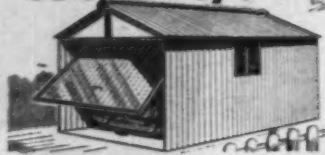
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27,000 miles £435-£145
1946 8 h.p. saloon. Bk./brown hide £295-£99
1946 8 h.p. saloon. Bk./brown. Taxed £275-£82
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1947 TRIUMPH 1800 Roadster Polychromatic grey/red
hide £395-£132

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Black. Whitewall tyres. 9,000 miles £435-£145
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£530-£177
1953 (Aug.) HILLMAN Minx Estate car. 24,000. 1 owner
£525-£175

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£385-£138
1949 AUSTIN 16 h.p. "Countryman" oak bodied £375-£135

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1 owner £535-£179
1950 MINX sal. Beige/red hide £395-£132
1949 MINX sal. Bk./brown. Heater £370-£128
1947 Model "MINX" saloon. Bk./blue hide. (Owner of two)
£290-£97
1946 MINX sal. Bk./brown. Taxed £290-£93
1943 MINX sal. Bk./blue £215-£66
1948 MINX sal. Packgreen £140-£47
1946 MINX sal. Black/brown £75-£25

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1945 "60" Bk./red hide. Htr. Record, eng. £450-£150

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1949 MORRIS Oxford sal. Bristol fawn/beige hide. 2 owners.
Taxed £270-£122
1948 8 h.p. 4 door sal. Green/brown hide £320-£107

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15,000 miles. 1 owner £740-£247
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1 owner £450-£155
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Taxed £385-£127
1950 WYVERN sal. Bk./brown hide. Htr. 1 owner
£385-£127

1949 Model VELOX sal. Bk./brown hide. (Owner of two)
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STANDARDS
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1949 VANWARD sal. Bk./blue hide £345-£115
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1952 10 h.p. sal. Grey/blue. Taxed £265-£82

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£530-£177
1953 CONUL sal. Bk./beige hide. Radio and heater.
Record engine £530-£177
1950 PREPACT sal. Bk./red hide £320-£107
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1945 PREPACT sal. Red. Taxed £260-£87

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1951 Consort saloon, green £635

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HILLMAN
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1947 **SINGER** Super Ten Sal. ... £335

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£335 1952 **FORD** Consul, black, loose covers, one owner, low mileage.
£545 1952 **VAUXHALL** Wyvern, black with brown leather, very clean.
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£350 1953 **FORD** Popular, beige with red interior, indicators, low mileage. Similar model 1954, with heater, £360.
£590 1947 Model **AUSTIN** 10, 4-door saloon, grey with blue leather, well shod, exceptionally clean.
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| 1949 AUSTIN A.135 Princess saloon. Radio, heater, wing mirrors, front seat covers, etc. An excellent example. Bronze with fawn and red interior | £645 | 1954 JAGUAR Mark VII saloon. Heater, etc. A most attractive car. Pastel blue with blue interior | £1,025 |
| 1954 AUSTIN A.70 four-door estate car. Heater. Faultlessly maintained. Fawn and brown with brown interior | £775 | 1954 JAGUAR XK , 120 Special fixed-head coupe. 8-1 compression. Wire wheels, twin exhausts, luggage grid. Superb appearance and performance. British racing green with brown interior | £1,145 |
| 1947 BENTLEY 4½ litre Vanden Plas saloon. Radio, heater. In specimen condition throughout. Two-tone grey with grey interior..... | £1,795 | 1952 MORRIS Six saloon. Heater and demister. Foglamp. Excellent for the year. Black with red interior | £495 |
| 1955 FORD Zephyr saloon. Heater, wing mirrors, twin fog and spot lamps, etc. Chassis undersealed. Very carefully used. Black with red interior | £695 | 1954 RILEY 1½ litre sun saloon. Heater. Extremely well-kept. Black with red interior.... | £895 |
| 1954 HILLMAN Minx Drophead coupe. Radio, heater, wing mirrors, etc. A first-class example. Maroon with brown interior and fawn hood.. | £595 | 1954 ROVER saloon. Radio, spot and fog lamps, wheel trims, whitewall tyres, heater, etc. An outstanding example. Two-tone grey with grey interior..... | £995 |
| 1951 HUDSON Commodore saloon. Radio, heater, etc. A very good looking and immaculate car. Blue with grey and blue interior..... | £995 | 1954 ROVER 75 saloon. Heater, etc. Spotlamp. In mint condition. Black with red interior..... | £995 |
| | | 1955 WOLSELEY 4.44 saloon. Heater, foglamp, etc. As new throughout. Olive green with grey interior | £785 |

* I'm glad I went to

HENLYS

England's Leading Motor Agents

Henly House, 385 Euston Road, London, N.W.1
Tel: EUSTon 4444
Devonshire House, Piccadilly, W.1. Tel: HYDe Park 9151
Henlys Corner, North Circular Road, N.W.11
Tel: FInchley 0081
Parkway, Regents Park, N.W.1. Tel: GULdifer 5721
Henlys Roundabout, London Airport, Hounslow West
Tel: HOUnslow 3454
Great West Road, Nr. Chiswick Roundabout, Middlesex
Tel: EALIng 3477
The Square, Bournemouth. Tel: Bournemouth 6314
Cheltenham Road, Bristol. Tel: Bristol 21326
Victoria Street, Bristol. Tel: Bristol 27757
182 London Road, Camberley. Tel: Camberley 77
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**LARGEST JAGUAR AND ROVER
DISTRIBUTORS**

The Autocar

CLASSIFIED ADVERTISEMENTS

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

GATEHOUSE offer:—
1950 A.C., blue, in first-class condition, one owner, under 22,000 miles: £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mon. 4444.
1935—1948 (Sept.) A.C. 2-door saloon, dual colours, very fine condition. [C3021]
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43544. [C3024]
1952 A.C. saloon, excellent condition: £575.—Parsons & Parsons (Garages), Ltd., 101, St. Mark's, Potter St. 121. [C3038]
1949 (Nov.) A.C. 2-door saloon, black/brown leather, radio, 2 demisters, interior, loose covers, engine in good condition: £445.—Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181.
£525—A.C. 2-litre 16hp sports saloon (1950-1), very pretty model with extremely smart bodywork, quite immaculate cellulose and interior, exceptional performance, fitted radio and other extras.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]
ALL enquiries for A.C. Acea, Acea and 2-litre saloons for quick deliveries, also for good second-hand A.C.s either wanted, for sale or exchange should be addressed to the A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth E., Bournemouth (Tel. Southbourne 43544 or 43545). [C3034/1]

A.C. Cars Wanted
REALLY good wanted.—Cobb, 10, Bryanston Mansions, York St. W.1. [W1086]
ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3013]
GATEHOUSE MOTORS will purchase all types of A.C. cars.—1, Hampstead Lane, N.6. Mountview 4444. [W2021]
GOOD A.C. required immediately.—G. Edwards, 118, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4014/R]
CASH immediately for good A.C.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W3003]

Alfa-Romeo Spares and Service
THOMPSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [10124/R]

ALLARD
CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-5. offer.
1953 Allard Palm Beach, finished black, Zephyr engine, excellent condition throughout: £295; maximum R.P. terms available. [C1001]
FACTORY serviced Allard cars your wisest buy: always a good selection at competitive prices.
ALLARD MOTORS, Ltd. (main Allard distributors), 43, Acce Lane, Brixton, London, S.W.2. Brixton 6431. [10912/R]
1949 model drop head coupe, heater, spotlights, screen washers, etc., floor gear lever, excellent example: £275; terms; exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045]
P.C.—1950 Allard FI saloon, radio, heater, £295; 1948 Allard 717 sports 2-seater, cream, £295; 1947 Allard 71K sports 4-seater tourer, red, £275.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 6841. [C3041]
1946 Allard sports 2-seater, an attractive, immaculate car with amazing performance coupled with docility and economy: £285, or £395 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Ealing 6490. [C1024]

Alford Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloane 5424.
CLARK'S MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acce Lane, S.W.2. Brixton 6431. [10146/R]

ALVIS

CHARLES POLLETT, Ltd., offer:—
1951 Alvis 3-litre sal., black, red leather, one owner, speedo, reading 42,000 miles, radio and heater, very well kept car: £695.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.
SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Canningham 5936. [C2010]

SALES & WANTS

Turn to page 62 for Advertisement Form

ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1948 Alvis Estate car, ash body, in superb condition, maroon cellulose on cab and rear wings, replaced by a similar model previously certified, due to the many enquiries we received for this model: 319gu.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under 100 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C3047]

GATEHOUSE offer:—

1950 Alvis 14/75, black, fitted heater, in really first-class condition: £525.
1949 Alvis, in first-class condition, black and silver: £575.
1948 Alvis 14 TA drop head coupe, dual colour: £450.
1935 Alvis Speed Twenty, Charlesworth body, black, £199.
1948 Alvis 14/75, black, one owner: £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C3021]

COACHCRAFT offer:—

£595—1951 (April) Alvis 5-litre sports saloon, twin carburettor, high compression head and pistons, one doctor owner only, very low mileage, black with tan leather and in outstanding condition throughout; A.A. or R.A.C. inspection invited, 3 months' mechanical guarantee; terms to suit; and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]
BROOKLANDS: wholesale and retail.

NEW 3-litre Graber saloon enquiries: particulars on request.
1953 Alvis 3-litre saloon, radio; confidential terms; part-exchange.
103 New Bond St., London, W.1. Mayfair 8351. [C1029]
GUY SALMON AUTOMOBILES offer:—

1954 (Sept.) Alvis TC 21/100 drop head fourseater coupe, metallic grey, grey leather, faultless condition throughout: £1,495.—Fortmouth Rd., Thames Ditton, Esher 5551-2-3. [C3001]
ERIC HAYES, Ltd., offer Alvis cars:—

1951 3-litre saloon, fitted radio and heater, a superb car: £665.
1949 14hp saloon, fitted heater and taxed December: £500.
1948 14hp saloon, finished in black, fitted heater: £475.
ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]
1952 Alvis 3-litre saloon, black/beige, one owner.
DUNHAM & HAINES, 46, Castle St., Lidon 2100-1. [C1079]

BRAY MOTORS special Christmas offers:
£99—Genuine 1936 Alvis Crested Eagle 17hp de luxe saloon, recent recond. engine, new tyres, new battery.—Below.
£75—1934 Alvis 12hp sports saloon, a bargain.—180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]
1938 Alvis 19.8 saloon: £185, 3 months guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hendon, W.9. 5229 and 5774. [C2054]
£495—1948-9 Alvis 14hp de luxe saloon, bodywork like brand new, speedometer reads 27,000, whole vehicle beautiful and genuine condition throughout.
LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground) Finchley 6222. [C2052]

ALVIS

1938 Alvis 12/70 sports saloon, engine overhauled, good condition: £200.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 6104. [C3023]
TANKARD & SMITH, Ltd., offer 1951 (Dec.) Alvis 5-litre saloon, black/red leather, heater, immaculate condition throughout: £725; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Fiamman 4801. [C3025]

ROSE & YOUNG, Ltd., offer 1948 (August) Alvis 14hp saloon, fitted radio and heater, exceptional condition throughout, maroon: £445.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6444. [C3057]

£45—1949 Alvis 14hp sports saloon, sliding head, leather, heater, screen washers, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

£165—1954 Alvis Charlesworth speed 20 saloon, new valves, springs, crown wheel, pinion, suspension, crankshaft reground, brakes relined, tyres good; good condition throughout; photo on request.—Hyman, 43, Eaton Cres., Swanley. [1514]
P.O.—1949 Alvis 14hp Ticker d.h.c., 2 owners, in good mechanical condition, finished black with smart fawn leather; for genuine reasons offered at the special value figure of £455; terms, exchanges.—Highams Park Garage, Ltd., Beverly Rd., Highams Park, London, E.4. Larkwood 7208, Sunday 2031. [C1096]

P.C.—1940 Alvis 12/70 sports saloon, specimen, £445.
1938 Alvis 12/70 drop head coupe: £275; 1939 Alvis Speed 25 drop head coupe: £195; 1937 Alvis Speed 25 saloon: £295; 1939 Alvis Speed 25 tourer: £195; 1948 Alvis 17hp sports saloon: £35.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 15, Bishop's
CASH immediately for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W3003]
GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war: 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

Alvis Spares and Service

SERVICE and spares for Alvis cars.
ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams" Alviscar, Gold, London.
AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. "Grams" Alvis, Coventry. [90591/R]
CHARLES POLLETT, Ltd., Alvis Specialists.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Canningham 5936-7-8. [10691/R]
MANCHESTER—Alvis repairs and spares, main agent.
APREMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2794-5. [10653/R]
WIGSTON-ON-THAMES—Alvis specialists for sales and service.
GW. WILKIN, Ltd., 1, Weston Park, and 84, Eden Road, Kingston, Kingston 2241. [184023]
LANCASHIRE and Cheshire sales, service and spares L. specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [10548/R]

AMERICAN CARS

£899—1949-50 series Buick saloon, right-hand drive model, very rare car, in impeccable condition.
LAMBS OF WOOD GREEN (Established 1897), 100 L. guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2052]
JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition, at competitive prices at detailed under Classified headings, to be seen at our showrooms at—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C3028]

1955 hard and soft top, finished in crimson, with white leather, Tartan loose covers, radio, heater, overdrive and whitewall tyres, latest 3.0 V8 engine, 3,000 miles only, most rare car offered under list price.—4, Baginot Rd., Coventry, Tel. 68549. [C3048]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

- SIMPSON** offer—
1955 Ford Victoria hard top, every conceivable extra.
1955 r.h.d. Dodge V-8 Royal, Hydramatic drive, power brakes, r. & h., all extras.
1954 r.h.d. Plymouth Savoy, r. & h., all extras.
1954 Ford Victoria hard top, all extras.
1953 Plymouth shooting brake, r. & h., signals, 6 passenger, powder blue.
1948 Plymouth 2-door, all extras.
1948 Nash Rambler, l.h.d., Hydramatic drive, r. & h., all extras.
1953 r.h.d. Buick, r. & h., all extras.
1948 Packard 6 cyl., very clean, radio.
1938 r.h.d. Chevrolet, r. & h., all extras.
1949 r.h.d. Chevrolet Bel Air, V-8, r. & h., all extras.
1955 Kaiser Manhattan, 8,000 miles, Hydramatic drive, r. & h., special show model.
1952 Pontiac 2-door, r. & h., all extras.
1950 Chevrolet 2-door, r. & h., all extras.
1949 Ford Custom convertible, r. & h., all extras.
1953 Nash Rambler, r.h.d., r. & h., all extras.

AMERICAN, Continental and English cars taken in part exchange.
SIMPSON CARS (WEMBLEY), Ltd. (American Car Specialist), 345, High Rd., Wembley SE18 3JQ. (C4015)

American Cars Wanted

ATTENTION!!!
SIMPSON, The American Car Buyers, require all S American cars—Wembley SE18 3JQ. (W4015/R)
ALEX COWLEY AUTOMOBILES, Ltd., 4015/R, 100, Wembley Rd., Wembley, Middlesex. The most eager buyers of quality American automobiles, under enquiries welcomed.—Euston 2546/113.
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

- W**
M
L
WELBECK MOTORS, Ltd., for new and used Armstrong Siddeleys—
1955 Armstrong Siddeley Sapphire, elephant grey with red interior, fully automatic gear box, H.M.V. radio, mileage 14,000, indistinguishable from new; £1,475.
1955 Armstrong Siddeley Sapphire, duo green, synchromesh, mileage 10,000 approximately, as new; £1,295.
WELBECK MOTORS, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1159. (C8049)

G
S
GUY SALMON,
 The Armstrong Siddeley specialists, for sales, service or advice on these fine cars.
Full range of new Sapphires for inspection and trial.
Offer the following used examples:—

- 1955** (Nov.) Armstrong Siddeley Sapphire 7-passenger limousine delivered new by us but unused by one owner, under special circumstances offered at a substantial saving under current list.
1955 series Armstrong Siddeley Sapphire saloon, black/gaselle fawn, 10,000 miles, pre-selector, heater, one owner, originally supplied and maintained by us; £1,395.
1953 Armstrong Siddeley Hurricane drop head four-seater coupe, an enthusiast's car, finished in true Concours d'Elegance style with special ivory cellulose and fawn hood, upholstery and interior trimming in matching white with fawn panels, this car is a unique specimen in every respect and must be seen to be appreciated; £685.
1949 Armstrong Siddeley Typhoon, black, very good condition. £400.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

A
ARNES OF ALBEMARLE ST. offer:—

- 1954** Sapphire, unregistered, slightly shop-soiled, preselector gear box; £1,495.
1954 Sapphires, preselector, choice of 2; £1,145.
LI the above cars carry our 3 months' guarantee.
SHOWROOMS: 25, Albemarle St., W.1. Hyde Park 9325.
SPARES and service: Steeles Rd., Haverstock Hill, N.W.1. Primrose 4467. (C1109)
P & J
PASS & JOYCE, Ltd. (England's largest distributor) offer—
1954 Armstrong Siddeley Sapphire, metallic grey, immaculate condition, £1,125.—184-186, Great Portland St., W.1. Museum 1001. (C5039)
BENTALLS, Ltd.

- 1947** Armstrong Siddeley Typhoon, black with brown upholstery; £345.
1946 Armstrong Siddeley Hurricane, black with brown upholstery, fitted radio and heater; £340.—Kingston-on-Thames Kingston 103. (C1668)
500 miles only, 1956 model synchromesh Armstrong Sapphire saloon, to-day's list price £1,825, now £1,550.—Impresso 3994. (C5394)
1954 Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £880 plus P.T.—Mon. 4213. (8915)

ARMSTRONG SIDDELEY

- BOON & FORTER**, Ltd.
1954 Sapphire, one owner, radio, 28,000 miles, synchromesh, really exceptional car; £895.
CASTLEMAN & SONS, 15 (Hammer Smith Bridge), Epsom, Surrey. (C1022)
CHARLES FOLLETT, Ltd., official Armstrong Siddeley agents, offer—
1955 Sapphire with automatic transmission and power steering, grey, one owner, very low mileage.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnadoe Yard, off Epsom Ave., W.9. Cullingham 5956. (C2010)
1954 Sapphire pre-selector, in first-class condition; £1,075.
1954 Sapphire, pre-selector, in very good condition; £1,125; 6 months' guarantee on each car.
WILSONS, "The Enthusiastic Owner-Agents," 1-3, Dorking Rd., Epsom 3901; or 54, Acra Lane, Brixton 4011. (C4065/R)
1949 Armstrong Typhoon two-tone silver, red leather heater; £375.
MAKIN & HARRISON MOTORS, Ltd., 450-496, High Rd., Chiswick, W.4. Tel. Chiswick 0558 and 2912. (C3071)
£115—1948 Armstrong Lancaster, beige, beautiful condition; bargain.
HAVESTOCK GARAGE, 50, Havestock Hill, N.W.3. Quilliver 2422. (C2095)
£555—1951-2 Armstrong Siddeley Whitley de luxe saloon, beautiful condition, only one owner, 29,000 miles.—Belov.
£495—1951-2 Armstrong Siddeley Hurricane drop head 5-seater, immaculate and excellent condition.—Below.
£399—1949 Typhoon, in beautiful condition, will pass any meticulous examination.

LAMBS OF WOOD GREEN, Established 1897—100 guaranteed cars; exchanges, hire purchase—423, High Rd., Finchley (East Finchley Underground). Finchley 6222. (C2052)
1955 Sapphire saloon, synchromesh, fawn and black under 2,000 miles, as new; £1,395.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. (7777)

1955 series Sapphire, twin carbs., radio, 10,000 miles, one owner; £1,175.—Holland Park Autos, 142, Holland Park Ave., W.1. Park 2626. (C2065)

1952 Armstrong Whitley saloon, grey, etc., superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. 3207. (C3037)

1954 Armstrong Sapphire, 20,000 miles, fitted heater and radio; £895.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1954 (June) Armstrong Sapphire, pre-selector gear box, 7,000 miles, H.M.V. radio, loose covers, indistinguishable from new; £1,175.—Sidney Marcus, Ltd., 33, Sioane St., S.W.1. Tel. Belgrave 3721. (C3006)

245—Armstrong Siddeley 1947 Lancaster 4-door saloon, sliding head, manual gear change, radio, heater, excellent condition, taxed; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ARCHIE SIMONS & Co. Ltd.—1952 Armstrong Siddeley Whitley 6-light saloon, black/brown leather, manual gear change, nominal mileage, one owner, excellent condition; £645.—95, Ot. Portland St., W.1. Leat. 1945. (C4045)

WALTER SCOTT, Ltd., offer 1954 Armstrong Sapphire saloon, black/silver grey, pre-selector, twin carburetors, radio, heater, mirrors, loose covers, Michelin X tyres, 13,000 miles, indistinguishable from new, one careful owner, £1,050; also new Sapphire at pre-Budget price—39, Colney Cres., Hampstead, N.W.3. (Swiss Cottage Tube), Primrose 5914. (C4006)

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)
WILSONS, The Enthusiastic Owner-Agents, want Armstrongs.—Brixton 4011, or Epsom 3901. (W4065/R)

ALMOST new Armstrong Siddeley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

MARSTON MOTOC Co. Ltd., for your Armstrongs & Siddeleys.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0183/R)

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 28-34, High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars—184-186, Gt. Portland St., W.1. Museum 1001. (W635/R)

Armstrong Siddeley, Spares and Service

AROOT ENGINEERING, Ltd.
ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick guaranteed returns by specialists; trade and retail.
PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Aroot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kes. 7301 and 7321. (0644/R)

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Wallacey Tel. 4151. (0004/R)

BIRMINGHAM joint distributors: spare parts from 1932—Frank Mosley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0546)

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Exceeds," 34, Acra Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 8601. (S4065/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Denington 6151. (0602/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) (0870/R)

ASTON MARTIN

BROOKLANDS: Wholesale and retail.

NEW Aston Martin DB35 for delivery, also Mark I saloon and Mark II coupe.
1952 Aston Martin DB2 Vantage engine saloon, BUY or sell with confidence; part exchange.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

1952 DB2 saloon, B.R. green, first-class condition throughout; £1,325.—Holland Park Autos, 142, Holland Park Ave., W.1. Park 2626. (C2065)

J. H. BARTLETT—Aston Martin 1954 DB2—100 owner, every extra; £1,695.—27, Pembridge Villas, W.11. Bay. 0525. (C1013)

1954-5 DB2-4 3-litre, chrome wheels, low mileage, age, radio, absolutely as new; £2,065.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. (C4061)

1952 (September)—Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. F. Maidens, Shefford, Lincs. Tel. 155. (9152)

1952 leather, H.M.V. de luxe radio, Vantage engine, Al-Fin drums; £1,575.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181. (C1069)

1955 DB2-4 3-litre, low mileage, chrome wheels, radio, duo colour, extras, most immaculate; £2,065.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. (C4061)

245—Aston Martin 1938 2-litre short chassis d.h. coupe, new hood, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

R. H. E. YOUNG, Ltd., offer 1953 Aston Martin DB2 saloon, fitted Vantage engine, H.M.V. radio, full chrome wire wheels, 5 new Pirelli speed tyres, special instrument panel; this car is immaculate and has been maintained regarding road condition, Imperial crimson; £1,495.—65-69, St. John's Avenue, Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464. (C3057)

Aston Martin Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

J. H. BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. (W1013)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940, specialised service facilities! (0799/R)

ATLANTA

£475—Atlanta sports convertible, specially built bodywork by Abbott in 1948 and first registered, this vehicle has special reason for tremendous performance 10 to 100 mph in top gear with reasonable petrol economy, magnificent looking vehicle, creates tremendous interest wherever it goes, (careful looking and running vehicle, easily mistaken for a £2,000 motor car).

LAMBS OF WOOD GREEN, (Established 1897), 100 guaranteed cars; exchanges, hire purchase—423-425, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C2052)

AUSTIN A30

CAR MART, Ltd.

AUSTIN London distributors.

1955 Austin A30 4-door saloon, grey, with red upholstery; £475.

1955 Austin A30 4-door saloon, heater, black with beige upholstery; £480.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

B. J. HUNTER, Ltd., offer—

1955 (December) Austin A30 4-door saloon, black, mileage 5,325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A30 2-door saloon, black, red upholstery, heater, recorded mileage 2,856; £445.

1955 Austin A30 2-door saloon, grey, red upholstery, heater, etc., recorded mileage 6,718; £495.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North H. Finchley, N.12. Hillside 5272 (8 lines). (C2027)

CHIPSTEAD MOTORS, Ltd., offer:—

1955 Model, grey/red, heater, etc., 10,000 miles; £455.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, S.W.3. Flamingo 0552/7253 7154. (C1046)

1955 Austin A30, in perfect condition; £485.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8679.

OCTOBER, 1953, Austin A30 de luxe 4-door saloon, one owner, loose covers, taxed; £420.—110, Battersea Rise, S.W.11. Battersea 0349. (C1096)

1955 Austin A30 4-door saloon, blue, 800 miles, as new condition; £475.—Haskins, Ladbroke 1155. (C3627)

PRIDE & CLARKE, Ltd., 1955 Austin A30 4-door saloon, 6,000 miles, £259; 1954, 8,000 miles, £399.—Stockwell Rd., S.W.9. Brixton 6251. (C5066)

1954 Austin A30 2-door saloon, black, 12,000 miles; £430.—I. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon, Tel. Addiscombe 5066-7-8-9. (C1076)

1954 Austin A30 2-door saloon, one owner, 13,000 miles; £435.—O. W. White, Ltd., Lion Gate, Hampton Court, Midx. Mob. 6109. (C4053)

1955 (November) Austin A30 4-door saloon, Concar blue, heater, as new; £520.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Tel. mantle 5335. (C1083)

1955 Austin A30 4-door saloon, one owner, blue/brown, 11,000 miles, specimen condition; £495.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181. (C1069)

1954 Austin A30 2-door saloon, cream, red interior, one owner, heater, very clean, three months' guarantee; £430.—Trinity Cars, Ltd., 94, North St., Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

"HI-POWER" twin carburettor conversion gives fantastic performance with economy, £35 fitted, including modified cylinder head, etc.; send for data and price list.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. (C1004)
1954—Austin A30, September, 1953, 4-door saloon, heater, carefully used; choice of 3 A30s; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). (C10418)

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 562, Streatham High Rd., S.W.16, Streatham 0054. (0952/R)
ROWLAND SMITH, the Car Buyers—Highest cash prices for Austin A30—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN EIGHT

1947 Austin 8 saloon, black, very sound and clean; £295—Smith & Hunter, 376, Kensington High St., W.8. (C10418)
1946 Austin 8 4-seater tourer, a good runner and a nice example of this popular model; £165, £55 deposit—Bray Motors, 180-184, West End Lane, W.8, Hampstead. (C1018)
1954—Austin 8 1939 saloon, sliding head, leather, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). (C10418)

Austin Eight Cars Wanted

PRIVATELY owned Austin 8—2/145, Streatham High Rd. (C10418)
ROWLAND SMITH, the Car Buyers—Highest cash prices for Austin 8—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN TEN

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—
1946 Austin 10; £275—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422. (C10415)
1947 Austin 10 saloon, black, recent reconditioned engine, good tyres; £295.
X—SERVICE STATION, Kingston Vale, S.W.15, Kin. 5551. (C10400)
AUSTIN 10, 1937, good condition, only 40,000 miles; £140, o.n.s.—Mills, Fernhill, Fernhill Lane, Upper Hale, Parnham, Surrey. (0916)
1954—Austin 10 1939 Cambridge saloon, sliding head, leather, passport, very good condition, taxed; choice of 4 Austin 10s; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

Austin Ten Cars Wanted

GARDNER & Co. (RENDON) will pay highest prices for good Austin 10—Sunny Hill 3535 and 0030.
ROWLAND SMITH, the Car Buyers—Highest cash prices for Austin 10—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN A40

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W.15, Whitestone, N.20, Tel. Hillside 6221, offers:—
1954 Austin A40, beige, heater; £605. (C10342)
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W.15, Whitestone, N.20, Hillside 6221. (C10342)
DICKS, 440 Devon saloon, exceptional bargain; £359.
1951 DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, N.4, Maids Vale 6888-9. (C10172)
BENTALLS, Ltd.
1953 Austin A40 sports, green, radio and heater; £525.
1953 Austin A40 saloon; £505—Kingston-on-Thames; Kingston 1001. (C10193)
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.
1949 Austin A40 Devon 4-door saloon, black coachwork with beige upholstery, in spotless condition, heater, one owner, engine overhauled in our own workshops; £395.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C10407)

B. J. HUNTER, Ltd., offer:—
1956 series Austin A40 saloon, works mileage only; £710.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 33. (C10340)

CAR MART, Ltd.
AUSTIN London distributors.
1954 Austin A40 Countryman, heater, green with brown upholstery; £575.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1, Euston 1212. (C10339)

CAR MART, Ltd.
AUSTIN London distributors.
1955 Austin A40 Cambridge saloon, radio, heater, black, with red upholstery; £655.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1, Euston 1212. (C10339/1)

BIRKETTS (FINCHLEY) offer:—
1954 Austin A40, grey, red interior; £466; written guarantee, terms, exchanges.
BIRKETTS (FINCHLEY), 397-401, High Rd., East Finchley, N.2 Finchley 0052-3-4 anytime. (C10405)

AUSTIN A40

GLANFIELD LAWRENCE offer:—
1954 A40, blue/blue leather, fitted heater, low mileage, late property of one of our directors; £595—407, High Rd., N.12, Finchley 0091. (C10205)

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A40 Devon saloon, G83 chassis, black, brown upholstery, radio, heater; £485.
1953 Austin A40 Somerset saloon, black, brown upholstery; £525.
1954 Austin A40 Somerset saloon, black, brown upholstery, heater; £575.
H. A. SAUNDERS, Ltd., 436-442, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). (C10207)

GUY SALMON AUTOMOBILES offer:—
1953 (September) Austin A40 Somerset convertible coupe, green/green leather, Ace Rimbellahears, heater, excellent condition; £495—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C10401)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 (September) A40 saloon, one owner, heater, black brown interior, condition as new; £385.—D. J. Shepherd & Co. (Enfield), Ltd. 436, Hertford Rd., Enfield, Howard 1631. (C10409)
1951 Austin A40 G.8.5 fitted heater; £395—Putney 2770.
1954 A40 Somerset, black, red leather, one owner, car, £425.
1953 Austin A40 Somerset; £545.—Below.

1952 Austin A40 Somerset; £505.—Below.

1951 Austin A40 Devon; £475.—Below.

A—Li above are one-owner, low mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Kent. (C10205)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Austin A40; £385—353, High Rd., Wembley, Middlesex. Tel. Wembley 4422. (C10415)
1954 Austin A40, grey with blue leather, heater, spot lamps, immaculate condition; £555.
MAKIN & HARRISON MOTORS, Ltd., 482-486, High Rd., Chiswick, W.4, Tel. Chiswick 0554 and 2619. (C10371)

1954 Austin A40 Somerset saloon, sun roof, heater; £545.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C10207)

1952-3 Austin A40 sports, as new; £525. 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 3228 and 3774. (C10454)

1952 Austin A40 Somerset, grey, heater, one owner; £460.—265, Bassett Ave., Tel. Southampton 69851. (C10405)

ARCHIE SIMON & Co., Ltd.—1954 Austin A40, blue/blue leather, heater, one owner, nominal mileage, immaculate; £595.

1951 Austin A40, 4-door saloon, de luxe, grey/blue leather, heater and sunroof, excellent condition; £465.—93, Ot. Portland St., W.1, Lan. 1343. (C10415)

575 kms.—Austin A40 late 1954 Somerset convertible, leather, heater, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

525 kms.—Austin A40, October, 1953, Somerset saloon, grey, blue leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 kms.—Austin A40 1949 Devon 4-door saloon, sliding head, leather, heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

1954 (July) Austin A40 Somerset, farm, heater, leather, excellent condition; £555.—860, Garages Ltd., Triangle Way 3333. (C10429)

1951 Austin A40 saloon, heater, excellent condition throughout, black; £395.—Northways Cottage, Swiss Cottage, N.W.3, Primrose 1197. (C10206)

1955 (May) Austin A40 van, 5,250 miles, as new; £445.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129.

1954 model Austin A40 Somerset saloon, 17,000 miles; £495.—L. F. Dove, Ltd. 111-115, Addiscombe Rd., East Croydon, Tel. Addiscombe 2072-3-4. (C10415)

1953 (November) Austin A40 coupe, 1954 series, blue/blue leather, one owner, heater, over-riders; £485.—J. Day, Ltd., 180-4, Kensington High St., W.8, Western 7181. (C1069)

£395—1951 A40 Countryman, immaculate condition, genuine bargain.—G. P. (Baillam) Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube), Batt. 1107-8-9. (C1024)

1954 (June) A40 Somerset coupe, 13,000 miles, green, one owner, leather, heater, seat covers, unblemished; £595.—Campbell Symonds, Wembley 6262. (C10187)

1951 (November) A40 A40 saloon, green, brown hide, heater, sliding roof, etc., one owner, excellent order; £435.—Robbins, East Putney, Tel. 7981. (C10310)

1953 Austin A40 convertible, black, heater, one owner, low mileage; £465; exchanges; terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5980. (C10107)

1951 A40 Countryman, new engine October 1955, paint, upholstery, tyres perfect; whole car facilities; £385.—Bruce Francis, 5a, Cromwell Road, South Kensington, W.8 0513. (C10206)

1954 Somerset convertible, one owner, 13,600 miles, radio, heater, many other extras, virtually new throughout; £595; terms, exchanges.—Richard & Carr, Ltd., 35, Kimberston St., W.1, Sloane 5424. (C10405)

300 Miles only!!! 1953.5 (Just registered) Austin A40 Countryman, fitted with heater and over-riders current price over £600; unique opportunity at £595.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4646. (C10169)

£465—Austin A40 1949 4-door saloon, really superb inside and out, heater, leather, choice 2, many other extras.—Bennett, 1, Clarendon Rd., Park, London, W.11, Park 5068-7 (50 yds. Roland Park Tube). Exchanges, H.P. (C10107)

Austin A40 Cars Wanted

R—ROWLAND SMITH, the Car Buyers—Highest cash prices for Austin A40—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. (C10357/R)

ALMOST new A40 required immediately—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

ASH immediately for good Austin A40—H. P. Edwards, 154, Great Titchfield St., London, W.1, Tel. Langham 0012. (W2003)

A40 buyers—Motourists (London), Ltd. Great North Rd., East Finchley Station, N.2, Tudor 5501-2. (W3018)

H—A. SAUNDERS require A40 cars in part exchange for new Austins—144, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

AUSTIN A50

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W.15, Whitestone, N.20, Tel. Hillside 6221, offers:—

1954 (November) Austin A50 Cambridge saloon, blue, beige leather upholstery, heater, spot lamp, very nice condition; £655. (C10389)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W.15, Whitestone, N.20, Hillside 6221. (C10342)

CAR MART, Ltd.
AUSTIN London distributors.

1955 Austin A50 Cambridge de luxe saloon, heater, grey, with grey upholstery; £645.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. (C10359)

B. J. HUNTER, Ltd., offer:—

1955 Austin A50 saloon, low mileage, showroom condition; £650.

B. N.W.2 (November) Austin A50 Cambridge Broadway, Tel. Gladstone 3202. (C10404)

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A50 Cambridge de luxe saloon, blue, blue upholstery; £625.

1954 Austin A50 Cambridge de luxe saloon, black, red upholstery; £625.

H. A. SAUNDERS, Ltd., 436-442, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). (C10207)

CM CAR SALES (Pri. 6643), offer:—

1955 Austin A50 de luxe saloon, grey, one owner, taxed; £665; choice of several.

THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

WESEX MOTORS, New St., Salisbury, part of the Henly Organisation.

1954 (November) Austin A50 de luxe saloon, turquoise, beige leather, heater.

RING Mr. Webb-Bowen at Salisbury 3275. (C10497)

"HI-POWER" twin carburettor conversion gives amazingly improved performance.

HIGH-RATIO rear sales now available; send for data and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. (C10194)

AUSTIN A50 saloon delivery mileage only; exchanges, etc.—Autowork Ltd., Southgate St., Winchester, Tel. 4905. (C10110)

1954 Austin A50 Cambridge, Chelsea grey, seat covers, two fog lamps, one careful owner; £625.—Campbell Symonds, Perivale 4456. (C10187)

AUSTIN A50 de luxe, 1955 (reg. Nov. '54), one owner, 12,000 miles, unmarked, extras; £630; terms, exchange.—10, Winchester Mews, N.W.3, Pri. 6159. (C10106)

1955 Austin A50 de luxe saloon, black, red leather, 4,000 miles only, as brand new; £695.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1, Euston 7811. (C10401)

1954 A50 de luxe, blue, fitted twin spotlights, wing mirrors, screen washers, low mileage, one owner; £600.—Brent Cross Garage, Hendon, N.W.4, Speedwell 1196. (C10107)

1955 (November) Austin A50 de luxe saloon, Chelsea grey, radio, rim spinners, badge bar, as new; £725.—Brew Brothers, Ltd., 133, Old Broad St., W.1, Frenant 5333. (C1063)

1955 (July) Cambridge de luxe, grey/red leather, negligible mileage, immaculate unblemished condition; £687.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. (C10004)

1955 (April) Austin A50, black/red interior, 1,000 miles only; £645; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) Batt. 2253. (C10399)

TANKARD & SMITH, Ltd., offer:—1954 Austin A50 Cambridge saloon, blue/blue leather, one owner, heater, exceptional condition; £650; three months' written guarantee.—164-168, Kings Rd., Chelsea, W.3, Flaxman 4801. (C10428)

625 kms.—Austin A50, May, 1965, Cambridge saloon, one careful owner, small mileage, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

Austin A50 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Witch Harp, Edgware Rd., N.W.8, Hendon 4640. (C10358/R)

ROWLAND SMITH, the Car Buyers—Highest cash prices for Austin A50—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1947 Austin 16; £225—353, High Rd., Wembley, Middlesex. Tel. Wembley 4422. (C10415)

1949 Austin 16, excellent throughout; £365. 1 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 3228 and 3774. (C10454)

1949 Austin 16 saloon, guaranteed; £385.—Oldfield, 208, Kensington High St., W.14, Was. 6691. (C10369)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

HEARSES, Hearers. Hearers We can supply heater or deck heaters on the 16 h.p. chassis. Brochures available.

A & **S** SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond TW9 1JH.

1952—Magnificent Austin 16, new engine fitted; choice 2-A-Z. MOTORS, 100, Palmerston Rd., N.W.6, Tel. 4723. (C1091)

1947 late Austin 16 de luxe saloon, one owner, 2595—Jacquer, Ltd., 225-7, Hammersmith Rd., W.8, Riverside 6677-8. (C1042)

1948 Austin 16 sunshine saloon, heater, magnificent, guarantee: £290—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1519. (C1046)

HIRECAR LIMOUSINES, a selection 1950/1951 is offered at prices £495-£775; write or phone—Willmore Motors, Ltd., Kendrick Place, South Kensington SW5. (C1103)

A & S SAUNDERS, Ltd. Guaranteed 16hp Hire Limousines. Large choice 1950/51/52 from £525-£705. Extra if fitted Standard Diesel. Providence Court North Audley Street, Mayfair SW1. (C1006)

1948 Austin 16 saloon, black, brown interior, sunshine roof fitted, heater and radio, in superb condition throughout; guaranteed: £325—R. S. Currie & Co., Ltd., 106 Westbourne Grove, W.2, Mayfair 0685. (C1055)

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 16—Hamstead (Tube), N.W.4, Ham. 6041. (W4014/R)

AUSTIN A70

CAR MART, Ltd.

AUSTIN London distributors.

1954 Austin A70 Hereford saloon, heater, cream, with red leather upholstery; £595.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16, Streatham 0554. (C1089)

BROOKLANDS: Austin retail dealers

1953 Austin A70 saloon, radio, heater.

PART exchange; guarantee.

103 New Bond St. London, W.1. Mayfair 8351. (C1089)

PETER BANTOCK CAR SALES offer:—

1953 Austin A70, beige with brown leather, fitted heater and radio; £495—104, High Rd., Chiswick TW25 2DT. (C1074)

HENDON CENTRAL GARAGE, Ltd. offer:—

1950 Austin A70 saloon, fitted radio, heater, seat covers, taxed, in very nice condition throughout; £430—Watford Way, Hendon Central, W.4, Hendon 8054-5. (C1004)

1952 Austin A70 Hereford, heater; bargain £445.

SCOOT CARR, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8070. (C1016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1952 Austin A70; £295—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C1045)

AUSTIN A70, first registered July 1954, beautiful condition; £545—Arnold 2346. (C1037)

HEARSES Hearers. Hearers We can supply deck heaters on the A70 chassis. Brochures available.

A & **S** SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond TW9 1JH. (C1102)

1953 Hereford saloon, heater, magnificent, guaranteed: £690—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1519. (C1004)

2-A-Z MOTORS offer: 1953 Hereford, magnificent condition, undebated value; £475/11—100, Palmerston Rd., N.W.6, Tel. 4723. (C1011)

1952 (April) Hereford saloon, beige, brown hide interior heater, etc., one owner, 18,000 miles, fine condition throughout; £485—Sooking, East Putney, Tel. 3511. (C1010)

1953 A70 Stanhope Countryman, a symphony in wood; £565—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea, Fulham 7638 and 7610. (C1105)

495 s.o.—Austin A70 1952 Hereford convertible, roof blue, grey leather, radio, heater, pos. light, P.V.C. hood, very carefully used; terms, exchange, but open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6541. (C1016)

Austin A70 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. (C1085/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A70 and A80—Hamstead (Tube), N.W.4, Ham. 6041. (W4018/R)

AUSTIN A80

BENTALLS, Ltd.

1952 Austin A80 Atlantic, radio and heater: £540.—Kington-on-Thames. Kingston 1001. (C1093)

CAR MART, Ltd.

AUSTIN London distributors.

1952 Austin A80 Atlantic saloon, heater, black, with red upholstery; £495.

1953 Austin A80 Westminster de luxe saloon, heater, tweed grey, with red upholstery; £725.

CAR MART, Ltd., 165, Bromley Rd., Catford, S.E.6, Cither Green 1001. (C1010)

BIRKETT'S (FINCHLEY) offer:—

1952 Austin A80 hard top, grey and blue, one owner, a magnificent car in every detail; £495—Finchley (Finchley). SW-401, High Rd., East Finchley, N.4, Finchley 0083-3-4 daytime. (C1040)

AZ MOTORS offer 1952 Atlantic sports saloon, one owner; £485/11—100, Palmerston Rd., N.W.6, Tel. 4723. (C1011)

AUSTIN A80

1952 (Dec.) A80 Atlantic saloon, radio, heater, one owner, £465.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2652-5/6. (C1035)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1951 Austin A80; £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C1045)

HI-POWER twin carburettor conversion gives greatly improved performance; send for data and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks., Tel. 345. (C1084)

1951—1951 Austin A80 Atlantic sports saloon, £495—only one owner, about 20,000 miles, virtually like brand new, choice 3, fitted heater and/or radio.

1951—1950 Austin A80 convertible, beautifully maintained, this is probably the finest you can see, also choice 3 others, various colours, all electric, heaters or radios; come and take your pick.

AMBROS OF WOOL GREENS, (Established 1897), 100 L. guaranteed cure; exchanges here purchase—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C1010)

1951 black/red, 2 new front tyres, heater: £425—J. Dury Ltd., 180-4, Kensington High St., W.8, Western 7121. (C1090)

1951 Austin Atlantic convertible, radio, heater, very fast car, showroom condition; £456—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.4, Tel. Colindale 5195. (C1036)

Austin A80 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A80 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6 (Hither Green 1001). (C1089/R)

AUSTIN A90 (8-cyl.)

H A. SAUNDERS, Ltd. offer:—

1955 Austin A90 Westminster de luxe saloon, black, chestnut upholstery, recorded mileage 5,400; £765.

H A. SAUNDERS, Ltd., 856-858, High Rd., North Finchley, N.12, Hillside 3272 (8 lines). (C1037)

CAR SALES offer:—

1955 Austin A90 Westminster de luxe, radio, 5,000 miles, one owner, taxed; £775.

1955 12 months' guarantee, terms, see on application, The Cottage, Finchley Rd., N.W.3. (C1016)

1955 Austin A90 Westminster saloon de luxe, leather, extra low mileage, almost indistinguishable from new; £65.

PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey, Tel. Guildford 3336. (C1035)

AUSTIN EIGHTEEN

1939 Austin 18 Windsor 7-seater saloon, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4955. (C1010)

1935 Austin 18 7-seater saloon, mechanically and body good throughout; £35—King's Motors, 1, High St., Hounslow, Tel. 5532. (C1049)

AUSTIN A155 & A135

BENTALLS, Ltd.

1950 Austin Sherline, black with beige upholstery; £535.—Kington-on-Thames. Kingston 1001. (C1093)

CAR MART, Ltd.

AUSTIN London distributors.

1949 Austin A135 Princess saloon, sliding head, radio, heater, black with beige upholstery; £465.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. (C1089)

COAHCRAFT offer:—

LIMOUSINE!

1955 s.o.—1952 (May) Sherline L.W.B. 9-seater limousine, with division, one local owner, perfectly maintained, full width face forward occasional, low cover in Bedford cover, most imposing vehicle in specimen condition throughout, A.A. or R.A.C. inspection impossible, cannot be faulted by the most fastidious purchaser, 3 months' mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Ervasham, Tel. 6539. (C1053)

H A. SAUNDERS, Ltd. offer:—

1951 Austin Sherline saloon, black, beige upholstery, radio, heater; £595.

1952 Austin Sherline saloon, grey, blue upholstery, radio, heater; £645.

H A. SAUNDERS, Ltd., 856-858, High Rd., North Finchley, N.12, Hillside 3272 (8 lines). (C1037)

TOM GARNER, Ltd. offer:—

1955 series Austin A135 Princess L.W.B. seven-passenger limousine, black, radio, etc., 7,400 miles; £2,125.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 569-6-7. (C1080)

CHARLES FOLLETT, Ltd. offer:—

1950 (Dec.) Austin Princess Touring limousine with electric division, radio and heater, colour grey with blue leather. This car was sold new by us and is in excellent condition throughout; £795: 3 years' guarantee, h.p. and spare-parts facilities.

SHERWOOD—11, Brompton Rd., W.1, Mayfair 068. (C1060)

SERVICE—Works and Stores—Barneside Yard off Egham Ave., W.4, Chiswick 2536. (C1020)

CAMDEN MOTORS, the Limousine Specialists.

FOR a selection from our stock of Austin Sherline limousines see special ad in Used Car Bargain supplement, page 5 of this issue. (C1085)

1953 Austin Sherline, black, one owner, low mileage, immaculate order; £775.

GORDON CARS (LONDON), Ltd., Wyndfield, Russell Parade, Golders Green Rd., N.W.11, Speedwell 0703. (C1023)

AUSTIN A155 & A135

WHITEHALL MOTORS OF COVENTRY offer:—

1951 Austin Sherline saloon, silver grey, radio, heater, one owner; £125.

1949 Austin Sherline saloon, black with Bentley type seating, radio, heater, one owner; terms, exchange.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall nr. Coventry Tel. Northway 3365-6. (C1089)

A & **S** SAUNDERS, Ltd. Guaranteed L.W.B. 16hp Limousines

LIMOUSINE, 1952, full width occasional, cloth rear, radio, heater, private owner; £125.

LIMOUSINE, 1951, leather/cloth upholstery, 40,000 miles, one owner; £1095. Providence Court, North Audley Street, Mayfair SW1. (C1006)

1952 Austin Princess, black/blue leather, excellent condition; £545.

DURHAM & HAINES, 46, Castle St., Luton MK1-1. (C1079)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Austin Sherline; £445—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C1045)

AUSTIN Sherline 1949, radio and heater, remarkable condition; £440—Arnold 2346. (C1037)

HEARSES Hearers. Hearers We can supply heater or deck heaters on the Princess chassis. Brochures available.

A & **S** SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond TW9 1JH. (C1102)

1952 Austin Sherline saloon, radio/heater, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4955. (C1010)

1951 (August) Princess saloon, black, excellent condition; £535—Holland Park Autos, 142, Holland Park Ave., W.11, Park 2626. (C1086)

1949 Austin Sherline de luxe saloon, black, radio, heater; £425—Jacquer, Ltd., 225-7, Hammersmith Rd., W.8, Riverside 6677-8. (C1048)

1949 Austin Sherline, black, beige interior, fitted heater and radio, in superb condition throughout; £445—R. S. Currie & Co., Ltd., 106, Westbourne Grove, W.2, Mayfair 0685. (C1085)

1952 owner radio, an exceptional car throughout; 3 months' guarantee; £545—Trinity Cars, Ltd., 94, New Side, Woodsworth Common, S.W.15, Vandyke 1166. (C1034)

Austin A155 and A135 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A155 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. (C1052/R)

CHAIR OF BALING require good used Austin Sherline and Princesses—Perivale 4404. (W1042)

LIMOUSINE, new A125 required immediately—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

CASH immediately for good Austin A125—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Tel. Epsom 5611. (W2001)

AUSTIN Sherline limousine wanted for immediate use—Golly's Garage, Earls Court Rd., S.W.5, Fro. 3273. (C1048)

A & **S** SAUNDERS require Princess and Sherline saloons in part exchange for the new Princess models—144, Golders Green Rd., N.W.11, Speedwell 0911. (W4004)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin—Hamstead (Tube), N.W.4, Ham. 6041. (W4018/R)

MARSTON MOTOR Co. for your Austin—Tel. 82a, 1000, Seven Sisters Rd., Tulse Hill 2676. (W3016)

LIMOUSINE new A125 required immediately—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

WEBBIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin—Tel. Weybridge 233. (C1041/R)

Austin Spares and Service

FOR Austin—Wimbledon for everything Austin—spare pre-war and post-war exchange units from stock; also 3-4 B.M.C. diesel spare parts and conversion sets as stock, Saturdays 9.15-6 p.m.; night spare service available till 11 p.m.

WEBBIDGE MOTOR WORKS, Ltd., 29, High St., S.W.15, Wim. 0123. (W414/R)

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient superchargers.

NORMAND, Ltd., 406-9, King St., W.6, Riv. 3685. (C1023)

THE CAR MART, Ltd.,

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Oxbridge Rd., Belling, W.9 (Belling 6601); and 382, Streatham High Rd., S.W.16 (Streatham 0554); 163, Bromley Rd., Catford, S.E.6 (Hither Green 1001). (C1060/R)

AUSTIN genuine spares and specialist service in the West End.

MORRIS & Co., Cleveland Garage, Cleveland St., Tel. May. 1932. (C1050/R)

AUSTIN, the main agent for spares, service and repairs.

The Lockheart Engineering Co., Ltd., 39-45, Edin St., Kingston-on-Thames. Kingston 8151-59. (C1016/R)

KINGSTON - CH - THAMES—Austin agents and specialists for sales and service.

G W. WILKIN, Ltd., 1, Weston Park, and 64, Edin St., Kingston. Kingston 2541. (W4023)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DIAMANTLING for spare parts all models 1932/1940—Wards Motor Stores, Walsley Tel. 4151

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2832/2820.

C. O. NORMAN & Co. authorised Austin spare parts stockist, service spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211

AUSTIN 7 spares—Largest stockists, lowest prices, ex-change units, crankshafts, blocks, dynamos, etc. s.a.c. for list—Wilham's, 18, Balham (C1411), S.W.12, Battersea 3280/3768

AUSTIN parts and components for cars, vans and commercial vehicles—J. Gibbs, Ltd., Main Paris stockists, Longbridge House, Great West Rd., Biddoni, Feltham, Middlesex. Tel. Feltham 4274/5. (C039)/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, ex-change engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively—57, Acce Lane, S.W.2. Brixton 1155. (C164)/R

AUSTIN-HEALEY

CLUBMAN AUTOS Ltd.

1955 Austin-Healey 100, Le Mans specifications green with green leather, overdrive, heater luggage rack, cigarette lighter, many extras, one owner, low mileage, immaculate condition; £275. (C1013)

1954 Austin-Healey 100, one owner only 15,000 miles, heater; £275; guaranteed car, terms. (C1013)

1954 Austin-Healey 100, Oldham, Main 4554. (C1013)

1954 Austin-Healey super sports 2-seater, red leather, overdrive, heater, badge bar, excellent condition, taxed; terms, exchanges—Rowland Smith, Hampstead 6061.

1954 Austin-Healey 1955 super sports 2-seater, red, overdrive, radio, heater, loose covers, triple pass lights, badge bar, tonneau cover, one owner, small mileage, taxed; choice of 3 Healeys; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6061.

11200 miles recorded, believed genuine, Austin-Healey 1953 overdrive, heater, immaculate; £695; terms, exchanges—Richards & Carr, Ltd., 35, Kilmington St., E. 1, Sloane 2424. (C1016)

1953 (November) Austin-Healey 100, with overdrive and heater, red, black leather, not raced, exceptionally good condition; £695—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey—Hampstead (Tube), N.W.3. Ham. 6041. (W4018)/R

Austin-Healey Spares and Service

FOR specialist service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.

SERVICE, Donald Healey Motor Co., Ltd., Warwick. S. London showroom: North Audley House, 42, North Audley St., W.1. (C008)/R

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). (C1062)/R

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at:

LEEDS, Bradford, Sheffield. (C0906)/R

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples—

1955 4½-litre standard steel saloon, fitted with automatic gear box, black with red hide upholstery, fitted with many extras, 5,312 miles, as new.

1954 standard steel saloon, fitted automatic gear box, first registered July, 9,010 miles, black with beige hide upholstery.

1951 sports saloon with coachwork by James Young, finished in dark green with green hide upholstery, extras include cocktail cabinets, centre armrest, exceptional condition.

WE are interested in the purchase of Bentley cars and we invite communications from owners who have such vehicles for disposal.

R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

PH. B. Ltd., offer—

1937 4½ Bentley Park Ward saloon with boot and sunshade roof, black, grey leather, all in excellent condition.

1937 4½-litre Bentley Thruhp & Maberly semi-racer, 4-door sports saloon, recent complete engine overhaul.

PADDON BROS., 60, Chavell Place, South Ken—100, S.W.7. Ken 9477/7478. (C3035)

1951 4 Bentley standard steel saloon; £1,850—Elms Motor Works, 70, Royal Hospital Rd., Chelsea, S.W.1. Finsman 9941. (C1115)

BENTLEY (3½, 4½-litre and New 4½-litre)

H. A. FOX & Co., Ltd.

OFFICIALLY appointed Rolls-Royce and Bentley retailers.

OFFER the choice of 2 small-mileage Bentley Continental saloons.

FEBRUARY, 1955, with 4½-litre engine and automatic gear box, finished in green, with red leather, speedometer reading 7,091.

NOVEMBER, 1954, with 4½-litre engine and synchromesh gear box, finished midnight blue, with beige leather, speedometer reading approximately 12,000 miles.

EACH of these cars has had only one owner and has been beautifully maintained.

H. A. FOX & Co., Ltd., 3-5 Burlington Gardens, Old Bond St., London, W.1. (Reg. 8822.) [9547]

JACQUILL, Ltd., offer—

1947 Bentley Mark VI standard steel saloon, £1,350.

1939 4½ MX Bentley Park Ward saloon, overdrive £325.

1937 series HK 4½ Park Ward saloon, radio, heater, £625.

1936 4½ Bentley 2-door sports saloon, excellent history, £295.

1935 4½-litre Bentley Park Ward saloon; £545.

1935 3½-litre Thruhp & Maberly 2-door sports saloon, very attractive car; £495—Jacquill, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 9677-8. (C2045)

BROOKLANDS, individuality.

1953 (Sept.) Bentley Mark VI R type Countryman by H. Radford, immaculate condition.

1953 series Bentley Mark VI R type 3.8 saloon.

1950 Bentley Mark VI 3.8 saloon.

CONFIDENTIAL terms; guarantee.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

MANN EIGHTON & Co., Ltd.

1954 Bentley R type, automatic gear, Tudor grey, 16,000 miles.

1953 Bentley R type, automatic gear, silver grey and black, 10,000 miles.

1953 Bentley 4 type, synchromesh gear, Tudor grey, 20,000 miles.

MANN EIGHTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

H. BEART & Co., Ltd., offer—

1935 Bentley 3½-litre Park Ward saloon, only two owners since new, a most excellent example of this famous model, outstanding value, £645.

1935 Bentley 4½-litre Park Ward saloon, 102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. (C1081)

PARK GARAGE (MOLESEY), Ltd.

1950 Bentley standard steel saloon, black, 40,000 genuine mileage, radio, etc. immaculate condition, £1,675.

1950 Bentley 4½-litre Park Ward saloon, 6199, Court Way, Molesey, Surrey. Tel. Molesey 6199. (C5057)

DONCAN HAMILTON & Co. offer—

1952 (May) 4½-litre Rolls-Bentley standard steel saloon colour black with brown hide interior, fitted picnic tables, power compact, etc.; all new tyres, 39,000 miles, one owner since new, offered at the very competitive figure of £2,295; this car has been most meticulously cared for and maintained all its life and is faultless.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)

GUY SALMON AUTOMOBILES offer—

1949 Bentley 4½ litre, fitted Prestons and Welsh 1-door sports saloon, this car has recently had an overhaul costing over £500 and is in most exceptional condition throughout, cost new approximately £7,000 and offered at £1,950—Portsmouth Rd., Thames Ditton, Surrey. (C4001)

SWANMORE GARAGE, Ltd., Bournemouth.

IF you seek a really fine Bentley (Rolls-Royce) car, either pre-war or post-war, and if you are tired of inspecting mediocre ones, then contact us without delay: all our cars 1934 to 1954 (a choice of 12) are in top condition; this is no exaggeration; written guarantees, exchanges, terms; cash adjustment on either side—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth. South-bourne 4354 & 4345. (C4024)

WORKING MOTORS (Mercedes distributors).

1950 Bentley Mark VII Park Ward power-operated drop head coupe, one titled owner since new, green and red, nominal mileage, £2,150.

1938 Bentley 4½ H. J. Mulliner sports saloon, in excellent condition; £655—Maybury Hill Garage, Woking 4277-8. (C4057)

KNIGHTSBRIDGE MOTORS, Ltd., offer—

1947 Bentley Mark VI, fitted with razor-edged 2-door 4-seater sports lightweight saloon by H. J. Mulliner.

1, Roberts Motors, Lowndes Place, Belgrave Sq., London S.W.1. Sloane 4088. (C2036)

CENTRAL GARAGE (CROYDON), Ltd., offer—

1953 Bentley Mark VI, large boot, finished velvet green, one owner, chauffeur maintained, beautiful condition throughout; £3,000—Ful Rd., Croydon. Tel. Croydon 7465. (C1066)

K. DUNELL MOTORS offer the following Bentleys:—

1939 overdrive Park Ward saloon, black, brown leather, fitted heater, exceptional car.

1937 4½ Thruhp & Maberly semi-racer-edge saloon, silver and black, radio and heater, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9988. (C3060)

A. CLAND & TAYLOR, Ltd., Welwyn By-pass, Herts. Writem 491-2-3, offer—

1950 Bentley standard steel saloon, finished metallic grey, immaculate condition throughout, £1,250, maximum 12,000, terms available. (C1091)

1940 4½-litre with overdrive MX series Park Ward sports saloon, drop grey; £925.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3547. (C4043)

BENTLEY (3½, 4½-litre and New 4½-litre)

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer—

1952 Bentley MK VI sal., with bench front seat incorporating a disappearing division, dark green, grey leather, ideal dual purpose car, either chauffeur or owner-driver; £2,750.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Ekin Ave. W.9. Cunniffham 5956. (C2010)

1947 standard steel, finished in metallic grey, splendid condition throughout; £1,250.

1937 4½ close coupled saloon, grey and black; £395—Holland Park Autos, 142, Holland Park Ave., W.1. Park 9686. (C2005)

JACK OLDING & Co. (MOTORS), Ltd., official Bentley Rolls-Royce retailers, offer—

1954 Bentley (June) 4½-litre standard saloon, grey, automatic, 12,700 miles.

1954 Bentley (October) 4½-litre standard saloon, black and Tudor grey, automatic, one owner, 21,000 miles.

1954 Bentley 4½-litre standard saloon, automatic.

1953 Bentley (July) 4½-litre standard saloon, black, one owner, 27,000 miles.

1953 Bentley (April) 4½-litre standard saloon, grey, 27,000 miles.

1952 Bentley (November) 4½-litre standard saloon, black with brown hide, large boot.

1952 Bentley (June) 4½-litre H. J. Mulliner lightweight saloon, black, one owner.

ALL the above cars have been "passed" by our A. officially appointed service department.

1 Bentley House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.). (C3030)

B. RUTONS,—1955 Bentley 3½-litre saloon, Park Ward, black, £375—365, Fulham Rd., S.W.10. Fulham 2052 and 2017. (C1104)

£1295—1948 Bentley Mark VI de luxe saloon, only two owners, carefully used, mechanically excellent.

£595—1935 Bentley 4½ sports saloon by Thruhp & Maberly, excellent bodywork, carefully used, choice two other 4½ saloons.

LAMBS OF WOOD GREENS, Established 1897; 100 guaranteed cars, exchanges, hire purchase—421-425, High Rd., Finchley (East Finchley Underground). Finchley 6222. (C2052)

1937 Bentley sports saloon, finished olive blue, many extras, splendid condition throughout, excellent appearance and performance, £345.

PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford Surrey. Tel. Guildford 5326. (C3035)

1953 Bentley MK VI R type, black with beige leather, one owner since new, whole car immaculate; £2,950.

1936 condition, Bentley history, £595—Arnold 7248. (C1057)

1937 4½ saloon, body by Mulliner, with beige interior, in first-class condition; £485—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. (C4062)

1949 (July) Bentley MK VII standard steel saloon, immaculate condition, 37,000 miles, radio, tyres as new; £1,950—Salmons Garages, Ltd. Temple Bar 3334. (C4022)

1952 (Sept.) Bentley R type standard 4-door with big boot, black with maroon hide, front seat covers, 24,000 miles, one owner, £2,950—Carl's Church Gate, Leicester 65251. (17224)

1949 (June) Bentley Mark 6 standard steel saloon, series B/W, black, beige leather, heater, radio, 45,000 miles only, two owners, immaculate; £1,525.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 348. (C1194)

1949 (Oct.) Bentley 4½ Mark VI saloon, magnificently body by H. J. Mulliner, black, lawn leather, chrome, waiting, radio, heater—Horns & Sons, Ltd., St. George's St., Ipswich. Tel. 2296. (19172)

1949 (October) Bentley MK VI saloon, blue, with blue interior, radio and heater, very good condition; £1,495—Acres Autos, Ltd., 136-138, Stratham Hill, London, S.W.2. Tulse Hill 9511. (C1022)

1937 Bentley 4½ Park Ward sports saloon, finished in unblemished black with blue leather interior, a most attractive example; £475—Maidstone Engineering Co., Smethurst St., Fendeburgh, Mansfield, 8, Pen. 3457. (C3000)

295 gns.—Bentley 1956 series 3½-litre saloon, in top condition, choice of 4 Bentleys; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6061. (C4018)

P.C.—1950 Bentley 4½-litre Park Ward saloon, £445; 1956 Bentley 3½-litre Rippon saloon, £445; 1925 Bentley Black Label drop head coupe, £145; 1925 Bentley Red Label fixed head coupe, £145—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 9941. (C3041)

£1500—1946 (late) Bentley 4½-litre MK VI standard steel saloon, coach finished black with grey leather upholstery, fitted H.M.V. radio, heater, many extras, taxed December, complete Bentley overhaul with full history, in brand new condition throughout, and fully guaranteed—Motorcars (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (C3018)

Bentley Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3454. (0956)/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley—Hampstead (Tube), N.W.3. Ham. 6041. (W4018)/R

REALLY good pre-war Bentley 4½-litre wanted—Cobb, 10, Bryanston Mansions, York St., W.1. (W1096)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late Bentley cars. Tel. Weybridge 235. (0642)/R

WE are interested in purchasing good post-war cars—H. R. Owen, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9960. (W3039)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA
£265—1950 Anglia, one owner, black, brown interior, taxed, excellent condition. 99, Pithbright Rd. Southfields, S.W.15. Putney 5530. (C0389)

DAGENHAM
MOTORS, Ltd. wish to purchase Ford Anglia cars. Used Car Department, Hyde Park 4070. (W1066)
ROWLAND SMITH'S, the car buyers—highest cash prices for Ford Anglia—Hampton (Tube). W.11. Ham 6041. (W4018/R)

FORD (8 h.p.)
£189—1951 Ford 8 saloon, 1950-9 excellent condition throughout new battery 1974, h.p. and exchange—Hampton Cars, 179 Finchley Rd., N.W.3. Hampton 9021. (C2061)

Ford Eight Cars Wanted
ROWLAND SMITH'S, the car buyers—highest cash prices for Ford 8—Hampton (Tube). W.11. Ham 6041. (W4018/R)

FORD POPULAR
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621, offers:—

1954 (October) Popular, Winchester blue, blue upholstery, parcel shelf, indicators, 8,500 miles, excellent condition; £355. (C3042)

1953 (November) Popular saloon black with red upholstery, indicators, parcel shelf, mileage 10,500, one owner, excellent condition; £370. (C3043)

1954 Popular saloon, black with red upholstery, indicators, parcel shelf, mileage 10,500, one owner, excellent condition; £355. (C3044)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621. (C3042)

1954 Popular, black, 16,000 miles; £345. (C3045)

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (13 lines) (1952)
J. SLEPHER & Co. (ENFIELD), Ltd., offer:—

1953 (November) Popular saloon, one owner, immaculate condition throughout; £350. Popular, low mileage, as new; £369. D. J. Sheehy & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. (C4009)

1954 Ford Popular saloon, black, heater, parcel shelf, extra 5365—Hale Motors Ltd. Tot. 7777 (4 lines) (C2077)

1954 Popular, 5,500 miles, blue with grey upholstery; £375—Bardmore, 26, Queensway, W.1. Tel. 0150. (C1015)

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloon, 7,000 miles; £329—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1953 (October) Ford Popular saloon, black, 7,000 miles, as new, taxed; £365—Salmon Gargans, Ltd. Temple Bar 3359. (C4029)

1955—56 Ford Popular, works mileage; list price. A. Owen (London), Ltd., The Hyde, Hendon, W.9. Tel. Colindale 3185. (1953 Oct. 1953) Popular, grey, exceptional, one owner, taxed; £250, terms, exchange—Tarrant & Fraser, 10, Winchester Mews, N.W.5. Tel. 6157. (1951) (C2016)

1954 Ford Popular, black, red leather, heater, glove tray, one owner, low mileage, as new, guaranteed; £375—Kings Motors, 1, High St., Hounslow, Tel. 3554. (C2049)

BREW BROTHERS, Ltd.—1954 Ford Popular, fawn with red interior, one owner, 17,000 miles, immaculate; £345—133, Old Brompton Rd., S.W.7. Finsbury 5151. (C1044)

1955 (Jan.) Ford Popular saloon, one owner, 3,968 miles, fashers, sun visors, two mirrors, spare wheel, black vinyl, as new; £370—Davy, Ltd., 190/4, Kensington High St., W.8. Western 7181. (C1069)

1953 (December) Ford Popular saloon fawn, red interior, heater, extra, very clean 5 months guarantee; £355—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18. Vandyke 1166. (C3054)

335—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition, choice of terms, exchange, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Hampton Tube) Hampton 6041. (C4016)

Ford Popular Cars Wanted
DAGENHAM
MOTORS, Ltd. wish to purchase Ford Popular cars. Used Car Department, Hyde Park 4070. (W1066)
ROWLAND SMITH'S, the car buyers—highest cash prices for Ford Popular—Hampton (Tube). W.11. Ham 6041. (W4018/R)

FORD PREFECT
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621, offers:—

1952 Prefect saloon, beige with red leather upholstery, low mileage, one owner, excellent condition; £375. (C3046)

1955 Prefect de luxe saloon, black with red upholstery, heater, twin wing mirrors, mileage 300 only, virtually as new, one owner, immaculate condition; £460. (C3047)

1954 (November) new Prefect saloon, Canterbury green with beige leather upholstery, heater, mileage 3,500, one owner, excellent condition; £365. (C3048)

1954 new Prefect saloon, Dorchester grey with blue leather upholstery, heater, twin wing mirrors, mileage 3,000, one owner, excellent condition; £350. (C3049)

1954 Prefect saloon, Dorchester grey with blue leather upholstery, twin wing mirrors, one owner, excellent condition; £360. (C3050)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621. (C3042)

PERRY'S OF BARNOW
HAVE an excellent selection of post-war 10hp saloons available.
TEL. Barnow 4388/9140 for details

W. HAROLD PERRY, Ltd., High Rd. Barnow (near the Bus Depot), Tel. 4388/9140. (C4016)

1955 (Nov.) Ford Prefect, works mileage, part exchange, terms.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampton 7778-9076. (C4016)

FORD PREFECT
A1 at Brouse
1955 Ford Prefect saloon, black, heater, leather interior; £365.
1951 Ford Prefect saloon, black, recent new engine, one owner; £395.
1948 Ford Prefect saloon, green; £275.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

RAYMOND WAY OF KILBURN
RAYMOND WAY, The Hire-Purchase specialists.

1955 (model) Ford Prefect saloon, grey with red leather upholstery, £30 worth of extras included, genuine 12,640 miles; 5499s.
HIRE purchase terms on the spot, with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under 2,000 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

WARWICK WRIGHT, Ltd., offer:—
1955 Ford Prefect saloon, black, with red leather radio and heater, 6,000 miles; £395.
1955 Ford Prefect saloon, blue/blue upholstery, 2,000 miles; £410.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

LEAS TAYLOR (MOTORS), Ltd., offer:—
1955 (July) Ford Prefect, black, leather upholstery, High St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (1952) (C3042)

1955 111-1955 Ford Prefect de luxe saloon, 3,000 miles, virtually new choice 2.
LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars, exchanges, hire purchase—421-425, High Rd., Finchley. (East Finchley Underground). (C4022)

SIMMONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1951 Ford Prefect; £395—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1953 Ford Prefect saloon, black, 11,000 miles; £450—Haxson, Ladbroke 1155. (C3067)

1955 model Ford Prefect, green, 7,000 miles, heater, as new; £365—Dunston, Ltd., Slough. (C10174)

1952 Ford Prefect, black, one owner, 15,000 miles; £345—Vanderweil, 213, Haverstock Hill, N.W.5. Putney 4441. (C4067)

1956 Ford Prefect saloon, delivery mileage, exchange, extra—Autowork, Ltd., Southsea St., Winchester. (C1010)

545—Ford New Prefect 1955 model saloon, Westminster blue, small mileage, exceptional, terms, exchanges—Rowland Smith, below.

1953—Ford Prefect 1951 saloon, leather, one 325 owner, unown tyre, excellent condition, taxed; choice of 4 Prefects; terms; exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Hampton Tube). Hampton 6041. (C4016)

1955 Prefect 4-door sal., green/hide interior, heater, low mileage, as new; £395—14, Barking Ave., Worthing 1439. (C4027)

1954 Ford Prefect saloon, black, leather, heater, 13,000 miles; £395—Hale Motors, Ltd., 771 (4 lines). (C2077)

1954 (Oct.) Ford Prefect saloon, black, heater, 3,000 miles only; £385—Hale Motors, Ltd., 771 (4 lines). (C2077)

1955 (July) Prefect, export model, Ivory, 6-ply tyres, special oil filters and other extras, 2,000 miles; £415—Bal. 6960 or Str. 7395. (C3048)

1953 (model) Ford Prefect saloon, heater, immaculate; £355—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C2096/1)

1952 (August) Prefect saloon, heater, stabilisers fitted, replacement engine, black, brown hide, link mats; £365—26, Trinity St., Ipswich. (1951) (C3051)

1955 Ford Prefect, low mileage, heater, radio, as new; £395—1951 (model) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

1955 (September) Prefect, heater, black, immaculate; £385; terms, exchanges—Richards & Carr, Ltd., 35, Kington St., S.W.1. Sloane 5424. (C3045)

£375—1953 (May) Prefect, 20,000 miles, one owner, heater, taxed, outstanding condition—92, Pithbright Rd., Southfields, S.W.15. Putney 5530. (1954) (C3046)

1953 Ford Prefect, green, one owner, £405, purchase and part exchange welcomed—Herbert & Mullis, Church Rd., Ashford Middx. Tel. 7467. (C3047)

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloon, 12,000 miles; £339; 1954, heater; £319; 1951, one owner; £339; 1949; £299; 1947, £249—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1953 Ford Prefect, black, red leather, heater, as new, 1951 condition; £435—Magdalen Motors, 311 Trinity Rd., Wandsworth Common, S.W.18. Tel. Brixton 5573 and 7879. (C3050)

1947 Ford Prefect saloon, black/green leather extra, very clean, any inspection invited 5 months guarantee; £275—Trinity Cars, Ltd., 94 North Side Wandsworth Common, S.W.18. Vandyke 1166. (C3054)

1955 Prefect saloon, heater, leather, undrained, 6,000 miles; £365; also 23 Prefect saloon, guaranteed; £350; exchanges, terms—Palmer, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5964. (C3055)

1950 (Nov.) Ford Prefect saloon, black/grey cloth, one owner, 36,000 miles, K.L. heater, radiator, new engine at approx. 22,000 miles; overriders, a good economical small h.p. car; £335—Davy, Ltd., 190/4, Kensington High St., W.8. Western 7181. (C1069)

Ford Prefect Cars Wanted
DAGENHAM
MOTORS, Ltd. wish to purchase Ford Prefect cars. Used Car Department, Hyde Park 4070. (W1066)
ROWLAND SMITH'S, the car buyers—highest cash prices for Ford Prefect—Hampton (Tube). W.11. Ham. 6041. (W4018/R)

Ford Ten Cars Wanted
MARSTON MOTOR CO., Ltd. for four Ford 10—Tel. 884 8002, Seven Sisters Rd., Tottenham, N.15. (0179/R)

ROWLAND SMITH'S, the car buyers—highest cash prices for Ford 10—Hampton (Tube). W.11. Ham 6041. (W4018/R)

FORD SQUIRE
CHESTER MOTORS, Ltd., offer:—
£30 under list, 1955 model, heater, 1,000 miles. (C1044)

CHESTER MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Faxman 9052/7253/7154. (C1044)

1955 Ford Squire estate car, green, works mileage; heater; £495—H. J. Beare, Ltd., 25, Church St., Hampton. Molesey 2142-3. (C3058)

FORD CONSUL
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621, offers:—

1954 Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition; £355. (C3042)

1954 Consul saloon, Winchester blue with blue upholstery, heater, mileage 16,000, one owner, excellent condition; £375. (C3043)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Weststone, N.20. Tel. Hillside 6621. (C3042)

HPG
1953 (September) Consul saloon, one owner, 17,000 miles, black, red interior, really like new, heater; £500; terms; exchanges—Highams Park Garage, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7228, Sunday 2051. (C1056)

A1 at Brouse
1954 Ford Consul saloon, black, heater, Windstone h.r.s. overriders, wing mirrors and many extras; £395.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

HILLMAN, Humber, Sunbeam, Commer.
1953 Ford Consul de luxe saloon, one owner, perfect test example; £515—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. (C3030)

B. J. HUNTER, Ltd., 2, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

K.J. MOTORS, Ltd., offer:—
1954 Consul, finished in fawn with red upholstery, fitted heater, external sun visor, Ace Rim-bolsters, a one-owner car in first-class condition; £395.

1953 Consul, finished in black with red leather, fitted with heater, and in excellent condition; £340—Brookley, Ravensbourne Rd. S.W.13. Tel. 6157. (1953) (C3060)

1955 Ford Consul saloon, black/red, heater, 11,000 miles. (C3051)

PART exchange deferred terms—4, Brick St., Park Lane London, W.1. Tel. Grosvenor 4772-3. (C3051)

GUY SALMON AUTOMOBILES, offer:—
1953 (model) Ford Consul, fawn/red, leather, heater, extremely good condition throughout; £495—Forthmouth Rd., Thames Ditton, Amberbrook 3551-2. (C4001)

SILVERTHORNE MOTORS, Ltd., offer:—
1955 Ford Consul convertible, black, red leather, heater, beige hood, small mileage, one owner, as new; £645.

1955 Ford Consul, black, fitted heater, small mileage, one owner, as new; £655—11, Fitzroy Sq., W.1. Euston 7811. (C4011)

LEAS TAYLOR (MOTORS), Ltd., offer:—
1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £500.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines) (1953) (C3042)

1955 saloon, black, leather and heater, 5,000 miles only as new; £675. (C3043)

L. THORNTON HEATH, Tel. 3347. (C4043)

1955 Ford Consul convertible, 7,500 miles, one owner; £695. (C3044)

GORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2023)

1956 Ford Consul saloon, immediate delivery; list price. (C3045)

R.P.C., 16, Albemarle St., Mayfair, London, W.1. Tel. 2952-3-4. (C4054)

1953 Ford Consul saloon, fawn, fitted with radio and heater; £515—312, Earl's Court Rd., London, W.8. (C3046)

1955 (July) Consul convertible grey/red, heater, 5,500 miles only taxed; £750—Elliot's of Hildford (Tel. 744) Devon. (1953) (C3047)

1954 one owner radio, heater, an unusually well-kept example; £550; exchanges, deferred terms.
JOHN B. FRISCOOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 1274. (C4058)

1953/1954 Ford Consul saloons, black or colour, with heaters; £550 to £595; please ask for full list of 140 new and used cars.
FRERRIS OF CRICKLEWOOD, Ltd., 200-300, Cricklewood Broadway, N.W.3. Gladstone 2231. (C3059)

625—Ford Consul, May, 1953, saloon, one owner, 7,000 miles, spare unused, practically new taxed; terms; exchanges—Rowland Smith, below.

525—Ford Consul 1954 saloon, heater, screen, washers, wing mirrors, one owner, excellent condition, taxed; choice of 5 Consuls; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Hampton Tube) Hampton 6041. (C4016)

1954 Consul saloon, heater, one owner, guaranteed; £525; exchanges, terms—Palmer, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5964. (C3054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1953 Ford Consul saloon, leather, heater, 14,000 miles, unmarked, guaranteed; £550.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104.

1953 (model) Ford Consul saloon, heater, wind-screen washers, immaculate; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185.

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, 11,000 miles, heater, £599; 1954, leather, heater, £499; 1953, radio, heater, £499; 1951, radio, heater, £439.—Stockwell Rd., S.W.9. Brixton 6251.

1955 series Consul convertible, grey, red, black, red, heater, 12,000, £505.—265, Bassett Avenue, Tel. Southampton 686-1.

1955 Ford Consul saloon, Dorchester grey, red leather interior, very good condition; £635.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.

1955 Ford Consul, one owner, small mileage, terms and exchanges.—D. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988.

1954 Ford Consul saloon, green with L.W. upholstery, one owner, heater, excellent condition; £575.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenant 5335.

1955 (Feb.) Ford Consul convertible, Dorchester grey, red hide, one owner, 6,200 miles, heater, Ecco radio, wing mirrors, as new; £775.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 7181.

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.5. Ham 6041.

DAVENHAM MOTORS, Ltd., wish to purchase Ford Consul cars. Used Car Department, Hyde Park 4070. W1066

1954 Ford Consul saloon, green with L.W. upholstery, one owner, heater, excellent condition; £575.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenant 5335.

1955 (Feb.) Ford Consul convertible, Dorchester grey, red hide, one owner, 6,200 miles, heater, Ecco radio, wing mirrors, as new; £775.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 7181.

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr 6 saloon, black with red leather, heater, twin fog lamps, low mileage, excellent condition; £590.

1953 Zephyr 6 saloon, black with red leather upholstery, radio, heater, twin fog lamps, low mileage, excellent condition; £590.

1953 Zephyr 6 saloon, black with red upholstery, heater, fog lamp, low mileage, excellent condition; £535.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1953 Ford Zephyr, green with beige upholstery, fitted radio and heater; £555.—Kingston-on-Thames Kingston 1901.

B. J. HUNTER, Ltd., offer:—

1954 Ford Zephyr saloon, low mileage, superior condition; £559.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

1954 Ford Zephyr convertible, very convertible extra; £559.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

H. BEART & Co., Ltd., offer:—

1955 Ford Zephyr saloon, beautifully maintained by its first owner, 6,500, £108.—London Rd. and High St. Kingston-on-Thames. Kingston 3348.

RICHARDS & CARR, Ltd., are always best value.

1955 Zephyr convertible, heater power, top hide, 4,000 miles, Dorchester grey; £795.

1953 (September) Zephyr saloon, radio, heater, 26,500 miles, but looks like superb condition; £495.—35, Kinnerton St., S.W.1. Super 5424.

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Ford Zephyr saloon, finished black, radio, heater, many extras, excellent condition throughout; £585; maximum H.P. terms available.

1953 (Oct.) Ford Zephyr saloon, one owner, black, heater; £525.—Hale Motors, Ltd., Tot. 7771 (4 lines).

1953 Ford Zephyr, 19,000 miles only, radio, heater, leather screen clean, new tyres just fitted one owner, £535.—See below.

1954 Ford Zephyr, leather, heater, low mileage, one owner, £565; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988.

1953 (Oct.) Ford Zephyr saloon, green, heater, 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines).

1955 1954 saloon, black, red, £2,090. £645; Bassett Avenue, Tel. Southampton 6851.

CASS'S MOTOR MART—1953 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 9,300 miles, written guarantee.—5, Warren St., W.1. Euston 4110.

1953 Zephyr saloon, one owner, radio, heater, leather, many extras, Ford maintained, guaranteed; £525.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104.

1954 (July) Ford Zephyr saloon, black, red, one owner, 9,000 miles, heater, an exceptionally low-mileage one-owner car; Rimbellahers, road lamp, wing mirror, in superior condition; £575.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 7181.

FORD ZEPHYR

G & M. ALFRED'S (1936), Ltd.—1954 Ford Zephyr, leather, heater, radio; £575.—6-7, Warren St., W.1. Euston 5104.

675s—Ford Zephyr 1955 export saloon, r.h.d., blue, blue leather, heavy duty tyres, roof rack, one owner, 9,000 miles, exceptional, taxed, terms; exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988.

545s—Ford Zephyr 1954 saloon, leather, heater, passport, one owner, excellent condition; choice of 3 Zephyrs; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1954 Ford Zephyr saloon, in black with red upholstery, loose covers, heater, first-class condition throughout; £465; choice of 2—Bella Service Garages, Ltd., 144, London Rd., Kingston-on-Thames. Kingston 1165.

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars. Used Car Department, Hyde Park 4070. W1066

1954 Ford Zephyr required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.5. Ham 6041.

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Zodiac saloon, black, Dorchester grey, colour combination with grey lawn upholstery, all Zodiac accessories, plus a radio, mileage 10,500, one owner, excellent condition; £735.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1954 Ford Zodiac, black, 16,000 miles; £695.

W. J. BROWN, Ltd., Ford distributors for 30 years, 359, Finchley Rd., N.W.3. Ham. 2284.

TOM GARNER, Ltd., offer:—

1955 Ford Zephyr Zodiac saloon, Dorchester grey, radio, etc., 7,000 miles; £785.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars Square, N.W.1. Spadewell 0011.

W. HAROLD PERRY, Ltd., offer:—

1955 Ford Zodiac saloon, black with beige upholstery, 8,000 miles; £775.

W. HAROLD PERRY, Ltd., 150, New Bond St., W.1. Mayfair 9781.

1954 Zodiac, blue, grey, 22,000 miles, good condition; £600.—Tel. Spe. 9142, after 7.30 p.m.

1954 (Sept.) Ford Zodiac, under 6,000 miles only, a superb example; £675; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274.

1955 Series (17.12.54) Ford Zodiac, 14,900 miles grey and green, all usual extras plus radio, one owner, taxed, immaculate; £725.

ALWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 3076, evenings and week-ends.

1954 (June) Zodiac, duo grey, immaculate, Littlewick Green 3076.

1955 throughout radio, guaranteed; £660.—Campbell Symonds, Wembley 2682.

1955 series Zodiac, 9,000 miles as new; £695. Tolworth, Elmbridge 2254.

1955 (Sept.) Ford Zodiac saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate, S.2. Winchester, Tel. 4965.

1954 Ford Zodiac, radio, every extra, 15,000 miles, immaculate; £550.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185.

1955 model Zodiac in 2-tone grey, hide interior, unmarked, 12,000 miles, many extras; £725.—consider part exchanges.—14, Bulkington Ave., Worthing 1259.

1955 Zodiac saloon, grey/blue, 11,000 miles, almost unmarked, £675 (another, October, 1954, grey/fawn, 10,000 miles, one owner, £585, Farm Garage, Ltd., Epsom 1456).

ROSE & YOUNG, Ltd., offer 1955 Ford Zodiac saloon, 200 miles only, 2 weeks' old; £625.—69, Sternhold Avenue, Streatham Hill, S.W.2. (one minute Streatham Hill Station). Tulse Hill 4664.

FORD (V.3)

H. BEART & Co., Ltd., offer:—

1950 (May) Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5342.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1939 Ford V.8 91A drop head; £195.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7805 (5 lines).

1950 Ford Pilot, radio, heater, new engine recently fitted, a bargain; £295.

SCOTT CARS, 841-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/6676.

1951 Pilot radio, heater, immaculate, choice 2; £379.—Jack Porter (Automobiles) 395, Hendon Way, N.W.4. Ren. 8011-2.

AZ MOTORS offer magnificent condition 1950 Pilot, heater, new tyres, spotless; £295.—11, Palmerston Rd., N.W.6. Tel. Mai. 4723.

265s—Ford V.8 Pilot September, 1949, saloon, leather, heater, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Ford V.I. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.5. Ham 6041.

FORD CUSTOMS

1949 Ford Customs, perfect condition; £495.

SCOTT CARS, 841-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/6676.

FORD CUSTOMS

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

1953 Ford Customline de luxe, every possible extra, including radio, heater, whitewall tyres, low mileage, one owner; £695; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988.

AMERICAN FORD

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4504-9.

American Ford Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/3903.

FORD MISCELLANEOUS

CAR MART, Ltd.

1951 Ford Prefect saloon, black with brown leather upholstery; £375.

1954 Ford Zephyr saloon, heater, brown with beige upholstery; £375.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212.

CHARLES FOLLETT, Ltd., official Ford agents, offer:—

1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new; £695; 5 months' guarantee.

1954 model Ford Zephyr, dark green, leather, heater, screen wash, one owner, loose covers fitted since new; £595; 5 months' guarantee; H.P. facilities; and part exchange.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Ekin Ave., W.9. Cunningham 5936.

Ford Miscellaneous Cars Wanted

PRIVATELY OWNED Ford—2/143, Streatham, High Rd., Tulse Hill 2768.

H. A. SAUNDERS require Anglias and Populars in part exchange for the new models—144, Golders Green Rd., N.W.11. Spadewell 0011.

CASH immediately for good Ford—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012.

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.8. Riv. 9665.

ALIAN TAYLOR (MOTORS), Ltd.

A HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers, service and all spares.

WE have one of the biggest stocks of Enfo spares in the country from model A. V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Barking 770 (4 lines). Also 60, High St., East Ham 6.

Orangewood 1136.

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.5. Ham 6041.

FRAZER NASH-B.M.W.

1939 Frazer Nash-B.M.W. type 327/80, fixed two-tone colours, excellent performance; £315.

WHEELER & AYLAND, Ltd., Reading Rd., Basingstoke. Tel. 396.

325s—Frazer Nash-B.M.W. 1938 2-litre 280 sports coupe, silver grey, red leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.5. Ham 6041.

HEALEY

BROOKLANDS, individually.

1953 Healey 2.4-litre d.h. coupe.

CARS purchased for cash; guarantee.

103, New Bond St., London, W.1. Mayfair 9351.

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE 1951 (March) 9 type, green, specimen; £595.

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.5. Flamingo 0558/7251/7154.

DUNCAN HAMILTON & Co., offer:—

1953 (November) Healey, colour red with black interior, 18,000 miles, fitted heater and overdrive, very beautiful motor car, carefully maintained; £660.

33, High Rd., Byfleet, Surrey. Byfleet 5101 by day and night.

1953 Alvis Healey 5,000 miles only, radio, heater, as new; £595.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.

1950 Healey 2.4-litre 4-seater tourist specimen; £545.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

1950 Healey d.h. new tyres; £495.—Montrose Motors (N. H. Rowell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

1951 (April) 16hp Healey Tickford sports saloon, colour elephant grey/tawn leather upholstery, fitted cushion cover, heater, etc., good tyres all round, one owner, reasonable mileage. £550. [C1018]

J. C. ALEXANDER, Ltd., 150, Deansgate, Manchester, [C1018]
Tel. Deansgate 4795-4.

325 cc.—Healey 24-litre sports 2-seater, ivory red leather, good condition, terms, ex-changes; best: open 9-7 weeks and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

1951 Tickford saloon, radio, heater, many other extras; bill held for recent overhaul, conditionally claimed best C-type Tickford in existence; £695; terms, ex-changes.—Richards & Carr, Ltd., 35, Kinnerston St., S.W.1 Sloane 5424. [C1018]

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys—55, Kidderminster St., S.W.1 Sloane 5424. [C1018]
J. H. BARTLETT will pay more for good Healeys, all models, 57, Penbridge Villas, W.11. [C1018]
ROWLAND SMITH'S Car Buyers.—Highest cash prices for Healey—Hampstead (Tube), W.11 Ham 6041. [C1018]
Sells immediately for good Healey—H. F. Edwards, C.154, Great Titchfield St., London, W.1 Tel. Langham 0312. [C1018]

HILLMAN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Highgate 6621, offers:—

1955 Hillman Minx Mark VIII de luxe, black with red upholstery, heater, vinyl mirrors, low mileage, immaculate condition; £675. [C1018]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Highgate 6621. [C1018]

BENTALLS, Ltd.,

1952 Hillman Minx fitted heater; £485.—Kingston-on-Thames, Kingston 1001. [C1018]

CAR MART, Ltd.,

1955 Hillman Minx Mark VIII saloon, black with red upholstery; £555. [C1018]

CAR MART, Ltd., 207, Euston Rd., London, N.W.1 Euston 1212. [C1018]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1947 Hillman Minx saloon, sound condition throughout; £265.—Metropolitan Motors, Horn Lane, Acton, W.3, Acton 5064. [C1018]

J. HUNTER, Ltd., offer:—

1952 Hillman Minx saloon, fitted roof racks, numerous extras; £449. [C1018]

B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Cricklewood 6303. [C1018]

H. A. SAUNDERS, Ltd., offer:—

1953 Hillman Minx saloon, black, red upholstery, recorded mileage 18,057; £535. [C1018]

1954 Hillman Minx saloon, black, red upholstery, recorded mileage 11,353; £565. [C1018]

1955 Hillman Minx Californian saloon, red and cream, cream upholstery, heater; £575. [C1018]

H. A. SAUNDERS, Ltd., 838-842, High Rd., North Finchley, N.10, Highgate 5272 (4 lines). [C1018]

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Californian hard top, ivory and red with red and fawn upholstery, radio and heater, 2,000 miles; £750; another in ivory and black, similar mileage. [C1018]

1954 Hillman Minx Mark VII saloon, all standard colours, low mileage; from £275. [C1018]

1955 Hillman Minx Mark VIII saloon, all standard colours, low mileage; from £245. [C1018]

1955 Hillman Minx Mark VIII convertible coupe, black with red upholstery, 12,000 miles; £695. [C1018]

1955 Hillman Mark VIII Californian hard top, dual green with dual green upholstery, heater, 1,000 miles; £735; another in grey and blue, similar mileage. [C1018]

1955 Hillman Mark VIII estate car, golden sand/red upholstery, heater, 7,000 miles; £745. [C1018]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 8884. [C1018]

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Hillman Minx saloon, fitted heater, taxed 12 months of year, low mileage and absolutely unmarked; £585. [C1018]

WATFORD Way, Hendon Central, N.W.4, Tel. Hendon 898-4. [C1018]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

1955 Californian hard top, radio, heater, etc.; £685. [C1018]

1954 Hillman Minx saloon; £565. [C1018]

PARLBOROUGH Works, 608, Kenton Rd., Kenton, Harrow, Tel. Wardsworth 7805 (5 lines). [C1018]

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

A SELECTION of Hillman Minx models; from £485. [C1018]

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C1018]

1955 Hillman Minx, ohv, low mileage, as new. £625. [C1018]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/2678. [C1018]

1953 Hillman Minx saloon, fitted sun roof, heater, etc.; £575. [C1018]

W. J. BROWN, Ltd., 338, Finchley Rd., N.W.3, Ham 2294. [C1018]

1954 Hillman Minx saloon, low mileage; choice of 2, 485 cc. each. [C1018]

DUNHAM SERVICE STATION, Ltd., Dunham, Bucks., Tel. Dunham 226. [C1018]

1954 Hillman Minx saloon, blue, 17,000 miles, one owner; £495. [C1018]

VARE MOTORS, 472, Archway Rd., Highgate, N.10, Mountview 8070 & 5306. [C1018]

1954 (November) Hillman Minx saloon, black/red, 13,000 miles, one owner, immaculate; £565. [C1018]

LEWIS GARAGE, Allwood Rd., Midshead, Tel. Allwood 3078. [C1018]

1953 Hillman Minx saloon, green, excellent condition; £485.—Bain Motors, Ltd. Tel. 7771 (4 lines). [C1018]

HILLMAN

1956 Hillman Minx saloon, delivery mileage; ex-changes, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4865. [C1010]

1955 Hillman Californian saloon, new condition, ex-changes, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4865. [C1010]

1947 Hillman Minx, 10, exceptionally smart and sound; £310.—Smith & Hunter, 376, Kensington High St., W.14, Tel. Western 2512. [C1019]

1955 Hillman Minx convertible, fawn, 2,721 miles; £700.—Salmons Garages, Ltd., Temple Bar 2040. [C1018]

1954 (April) Hillman Minx saloon, green, heater, 2,535.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1018]

1954 Minx MK VII, green/beige, 10,000 miles, heater, one owner.—Salmons Garages, Ltd., Temple Bar 2040. [C1018]

1950 Hillman Minx, fawn/red, one owner, excellent condition; £395.—Salmons Garages, Ltd., Temple Bar 2040. [C1018]

JACK ROSE, Ltd., offer 1953 Hillman Minx Anniversary saloon, one owner, £475.—Stallard Rd., Wallington, Surrey, Wall 887. [C1018]

£395/11—1949-50 Hillman 10 de luxe saloon, a rare and beautiful car, lavishly maintained by late owner, the finest we have had. [C1018]

£295/11—1946-7 Hillman 10 drop head coupe, beautiful bodywork, recently had £50 overhaul, an outstanding vehicle, choice also late 1947 and 1948 drop head coupes. [C1018]

LAMBS OF WOOD GREEN, Established 1897, 100 L guaranteed cars; ex-changes, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). [C1018]

1955-56 Hillman special saloon, works mileage; £277.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3185. [C1018]

625 cc.—Hillman Minx June 1955 Phase VIII de luxe saloon, ohv, one owner, 4,000 miles, spare wheel, terms, ex-changes.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

565 cc.—Hillman Minx September 1954 Phase VII convertible, one owner, small mileage, exceptional, taxed; terms, ex-changes.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

525 cc.—Hillman Minx 1954 Phase VII saloon, heater, one owner, excellent condition; terms, ex-changes.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

395 cc.—Hillman Minx 1951 Phase IV saloon, heater, very good condition, taxed; terms, ex-changes.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

245 cc.—Hillman Minx late 1941 saloon, sliding head, heater, excellent condition, taxed; choice of 10 Hillmans, terms, ex-changes; best, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

1952-53 (Sept.) Minx, claret, immac, brought over, £500 o.n.—Bentall, Ltd., Place, Brixton, Canterbury, Kent, Bridge 536. [C1018]

1955-56 Hillman Californian hard top, works mileage; £720.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3185. [C1018]

1954 Hillman Minx saloon, heater; £465.—2, Hoping Row Rd. Buckhurst Hill, Essex, Tel. 1171-2. [C1018]

1955-56 Hillman Minx de luxe saloon, works mileage; £720.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3185. [C1018]

1954 (May) Hillman Minx saloon, ex-distributors car, small mileage, any trial; £495, ex-changes.—R. F. 11, Ferrybank, Farnham, Surrey, Tel. Farnham 2097. [C1018]

1953 Hillman Minx, one owner, low mileage; £525, hire purchase and part ex-changes, vet. com.—Harbert & Mills, Church Rd., Ashford, Middlesex, Tel. 2960. [C1018]

1953 Hillman Minx saloon, one owner, genuine mileage 15,000, fitted with extra extra, solid works maintained; £515.—R. P. Pugh, Ltd., Bushy Heath, Herts, Tel. 1951. [C1018]

1953 Hillman Minx, Ltd., 1954 Hillman Mark VII saloon, radio, heater, £499; 1953 Mark VI, heater, £499; 1951, heater, £399; 1950, heater, £399.—237, Crickton Hill, Epsom, S.1, Tel. 1964-5. [C1018]

£298.—Hillman 10 1946 4-door saloon, superb mechanically, leather; also 47 at £325 and 48 at £375, many others.—Bennett, 1, Clarendon Rd., W.11, Park 5066-7 (50 line, Holland Park Tube). [C1018]

1952 (November) Minx MK V saloon, one owner, engine and brakes just overhauled, heater, 5th-class bargain; £425, terms, ex-changes.—Richards & Carr, Ltd., 35, Kinnerston St., S.W.1 Sloane 5424. [C1018]

1953 Hillman Minx Mark VII saloon, black, red leather, exceptional condition throughout; £485.—Northways Garage, Swiss Cottage, N.W.3, Priory 1127. [C1018]

1955 (June) Minx de luxe, 8,000 miles, fitted radio, heater, two spotlights, seat covers and oil gauge, overriders, 60 of extra, spotless condition; £469, low Bell, Ltd., Putney Vale, S.W.15, Tel. Putney 7951. [C1018]

1954 Hillman Minx saloon, black, red leather interior, fitted heater and extra extra, solid superb condition throughout; £550.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Regentway 5098. [C1018]

1952 (May) Hillman Minx drop head coupe, green/beige, immaculate; £445; part ex-changes, deferred terms.—Muller Service, Ltd., 55, South Edwards Square, Kensington, London, W.8, Western 2369. [C1018]

HILLMAN HUSKY

WARWICK WRIGHT, Ltd., offer:—

1954 (October) Hillman Husky, double duty, golden sand, red upholstery, 16,000 miles; £565. [C1018]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 8884. [C1018]

"L" leave" over, owner offers Hillman Husky, as new, with extras; £565 (o.n.s.).—115, De La Warr Rd., Tel. 1821, Bexley, S.E.15. [C1018]

1955 Hillman Husky, as new; £550. [C1018]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Essex, Tel. 141. [C1018]

COMBES & SONS (GUILDFORD), Ltd., offer:—

MARCH 1955 Hillman Husky, green with beige interior, heater, 6,000 miles, as new, £550. [C1018]

COMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 6860-4-6. [C1018]

HILLMAN HUSKY

1954 (Dec.) Hillman Husky, heater, green/grey, one owner, 14,000 miles. [C1019]

DUNHAM & MATTHEWS, 46, Castle St.—Lancaster 444-1. [C1019]

1955 Hillman Husky; £535.—Montrose Motors (N. B. Bonnell), 91-95, Epping New Rd., Chesham, Bucks, Tel. 1177-1. [C1019]

1954 (December) Hillman Husky, 1955 series, grey, one owner, 10,025 miles, heater, R.M.V. radio, overriders, wing mirror, road lamp, as new; £550.—J. Davy, Ltd., 180/4, Kensington High St., W.8, Western 7161. [C1019]

565 cc.—Hillman Husky July 1953, Golden sand, heater, paslight, one owner, 4,700 miles, practically new, taxed; terms; ex-changes; best: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1018]

Hillman Cars Wanted

ROWLAND SMITH'S Car Buyers.—Highest cash prices for Hillman—Hampstead (Tube), N.W.3 Ham. 6041. [C1018]

R. ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—128, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. [C1018]

EMA, 216a, Grove Rd., Southsea, Portsmouth, Tel. 216a. [C1018]

ALMOST new Hillman required immediately.—54, Streatham Hill, S.W.2,ulse Hill 2676. [C1018]

Hillman Spares and Service

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-6, King St., W.6, Riv. 3665. [C1018]

JOSEPH LILLO for spares nearly all makes 1932/1940.—Wards Motor Stores, Walsley, Tel. 4151. [C1018]

HILLMAN repair specialists (35 years), well-equipped works and servicing facilities, with wide range of spares.

L. NEW KING'S RD., Fulham, S.W.6, Renown 1183. [C1018]

H.R.C. Cars Wanted

ROWLAND SMITH'S Car Buyers.—Highest cash prices for H.R.C.—Hampstead (Tube), N.W.3 Ham. 6041. [C1018]

H.R.C. Spares and Service

CHARLES FULFILL, Ltd., have a large stock of spares.

SHOWROOM: 18, Berkeley St., W.1 Mayfair 6886.

SPARE parts

SERVICE: Barnside Yard, off Egin Ave., W.9, Tel. Camberwell 9336-7-8. [C1018]

H.R.C. ENGINEERING CO., Ltd., for makers' spares, repairs, and service.—Chalkers Rd., Tottenham, Surrey, Elmbridge 4489. [C1018]

Hudson Cars Wanted

SIMPSON'S MOTORS (WIMBORLEY), Ltd., the Hudson buyers. [C1018]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnley, Lane Man., heater, 19, Rus 2874-5. [C1018]

HUDSON MOTORS, Ltd., Great West Rd., London, W.4, Chiswick 5621.—First-class service for all Hudson cars, spares freely available either through our local Hudson distributor or from Hudson Motors, Ltd. [C1018]

HUMMER

BENTALLS, Ltd.,

1950 Humber Hawk, black with brown upholstery, fitted radio and heater; £460.—Kingston-on-Thames, Kingston 1001. [C1018]

CAR MART, Ltd.,

1952 Humber Hawk de luxe saloon, heater, black with red upholstery; £495. [C1018]

1950 Humber Super duple saloon, with division, radio, heater, grey with grey upholstery; £396. [C1018]

CAR MART, Ltd., 16, Uxbridge Rd., Baling, W.5, Exline 6030. [C1018]

TOM GARNER, Ltd., offer:—

1951 Humber Pullman Mark III 7-passenger limousine, black, heater; £1350. [C1018]

1954 Humber Hawk Mark VI saloon, grey, heater, 11,000 miles; £775. [C1018]

'56 Humber Hawk Mark VI saloon, duo grey, heater, overdrive, 5,000 miles only; £1,075. [C1018]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9255-6-7. [C1018]

A. GARAGE, Ltd., offer:—

1954 Super Snipe, claret green, one owner, 11,000 miles, radio, heater, covers, immaculate; £735.—14-16, Childs Place, Marie Court Rd., W.5, Tel. Putnam 6181. [C1018]

GUY SALMON AUTOMOBILES offer:—

1955 Humber Hawk saloon, green/beige leather, 5,000 miles as new; £565. [C1018]

1953 Humber Hawk saloon, black/red upholstery, heater, excellent condition; £396.—Farnborough, Tel. 3351-2. [C1018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Super Snipe Mark IV saloon, black with 3.0. upholstery, 8,000 miles; £1,195; another in dark blue, low mileage.

1954 Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater. all low mileage; from £675.

1955 Humber Hawk Mark VI saloons, with or without overdrive, most standard colours, many fitted radio and heater, all low mileage; from £695.

1954 Humber Super Snipe Mark IV saloon, Alpine mist with red upholstery, radio and heater, 12,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Mark V Humber Hawk saloon complete with heater and taxed, in exceedingly nice condition throughout; £695.

1951 Humber Hawk saloon, fitted heater, taxed year, very good order throughout; £515.

1950 Humber Hawk saloons, in exceedingly good order throughout, each car guaranteed; from £375.

1950 Humber Super Snipe saloon, fitted heater, in excellent condition; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8005. (C2035)

1954 Humber Hawk saloon, black radio and heater, 16,000 only; faultless; £350.

L. F. WARD, Ltd., Orange Rd., Garage, Orange Rd., Thornton Heath, Tel. 3547. (C4043)

H. HARRIS, 41, Arches, Hares, The new 27 h.p. a.u.v. chassis; brochures available.

A. L. P. & SAUNDERS (CACHIBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1104)

1947 Humber Pullman limousine, 7-seater, any trial; only £475.

1950 Humber Pullman limousine, immaculate, any trial, only private owner; £825, guaranteed cars;—Westhill Motors, Ltd., Oldham, Main 4354. (C4044)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1951 Humber Hawk; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1954 Humber Hawk saloon, black, grey; £475.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

1949 Humber Hawk saloon, grey; £350.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

1956 Humber Hawk, works mileage, pre-Budget list price; part exchanges welcomed.

SCOTT CAR, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7774/9676. (C4016/17)

A & S Guaranteed Limousines. Large display of selected seven passenger Pullman and Imperial.

L. P. & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. (C1005)

1948 Humber Hawk 14hp saloon, grey with grey interior, a fine roomy car, one owner since new; £325.—Below.

1951 model Mark III Super Snipe de luxe saloon, grey with lawn hide, heater, etc., excellent condition; £435.—Robbins, East Putney. Tel. 7881. (C4010)

1954 Humber Super Snipe, grey/red, heater, 16,000 miles; immaculate condition; £645.—Dobson's Ltd., Humber Agents, Staines 601. (C1074)

1952 Humber Super Snipe saloon, in really exceptional condition; £345.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 5677-8. (C2045)

1953 Humber Super Snipe, 6-seater, 16,000 miles, outstanding condition; £355.—312, Maria Court Rd., London, S.W.3. Fremantle 6401. (C4046)

LIMOUSINE and 7-passenger saloons, a selection is offered at competitive prices, 1949/1953; write or phone—Victoria Garage, Edgware Rd., Cricklewood, telephone 3029. (C1103)

1954 (September) Humber Hawk Mk. VI saloon, (ohv), black/red leather, 12,000 miles, supplied and serviced by us, taxed, in superb condition; £720.

ALWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends. (C1107)

1955 Humber Super Snipe Mark III series saloon 1951, a luxurious 6-seater car, beautifully finished with metallic grey with grey hide interior, superb performance.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035/1)

925 gns.—Humber Hawk late 1955 Mark VI saloon, black, red leather, ohv, overdrive, heater, one owner, 5,000 miles, practically new; terms, exchanges.—Rowland Smith, below.

375 gns.—Humber Hawk November 1949 Mark III saloon, sliding head, heater, radio, heater, very good condition; choice of 4 Humber; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

AZ MOTORS offer 1953 Humber limousine, genuine 22,000 miles, cheaper driven, under purchase, opportunity, £575; also 1949 14hp Snipe, disc wheels, heater, maintenance condition; £325; also 1947 Hawk, £375.—100, Palmerston Rd., N.W.6. Tel. Mal. 4733. (C1011)

1954 Hawk, in black, with leather upholstery and fitted radio, heater, fog lamp, Jones-Kent covers, radiator blind, and external sun visor, one owner car, in first-class condition; £670.—K.G. Motors, Ltd., Bromley, Ravensbourne 3454. (C3599)

1947 Humber Hawk saloon, with electric division coachwork by H. J. Mulliner, ideal hire car, this car is in superb condition throughout, original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months guarantee.—Jack Kempton, 27, Nightingale Lane, London, S.W.12. Battersea 1151. (C4016)

1955 Humber Hawk de luxe saloon, this vehicle has only had one most meticulous owner since new, just had overhaul costing £60 including rebored engine not yet run in, bodywork virtually new, interior spotless, fitted with extra including heater, spot lamp, wheel trims, wing mirrors, etc., undoubtedly this vehicle is a bargain and should not be missed. Advice also on other Humber Hawks from £275 to £650.

LAMBS OF WOOD GREEN, Established 1897, 100 guaranteed, —exchanges;—

1954 Humber Hawk saloon, 1953, overhauled, repainted, 425, High Rd., Finchley (East Finchley Underground), Finchley 5222. (C2052)

HUMBER

1948 Humber 14hp Snipe saloon, virtually one owner from new, 26,000 miles only, a perfect car; £355; terms and exchanges.—Morley, 54, Stratford Hill, S.W.2. Tel. Tulse Hill 4483. (C2016)

HUMBER Super Snipe, registered Dec., 1949, black, fitted heater, foglamp, screenwashers, privately owned; £335.—Bartlett, Post Green, Lytchett Minster Dorset. (3800)

CAMDEN MOTORS, the limousine specialists, offer a wide range of Humber Pullman limousines.—See special advert in "Used Car Bargain" supplement page 27 of this issue. (C1035)

Humber Cars Wanted

R. ROOTES, Ltd., DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2251.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3353.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3332.)

ROOLES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (C1038/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hamstead (Tube) N.W.3. (W4018/R)

ALMOST new Humber required immediately.—4, A Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2140. (C4010 R)

REALLY good 1949-50 Super Snipe wanted.—Cobb, 10, Brynmans Mansions, York St., W.1. (W1096)

Humber Spares and Service

THE Humber specialists for all spares.—Tel. Upminster 441. See advt. under Parts & Accessories. (C398/R)

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey, Tel. 4151. (C4015/R)

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

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CAMERBURY (Cambridge 77).

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FINCHLEY (Finchley 0081).

GREAT West Rd. (Kallins 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Ouliver 4141).

HENLYS Ltd. England's Leading Motor Agents.

BENTALLS, Ltd. (C4027/R)

1950 Jaguar Mark V, black with tan upholstery; £250.

1955 Jaguar Mark VII, Type M, British racing green with green upholstery; £1,295.

1953 Jaguar Mark VII, black with brown upholstery; £865.—Kingston-on-Thames. Kingston 1001. (C1095)

NEWNHAMS, Ltd.

1954 Jaguar Mark VII saloon, immaculate; £950.

NEWNHAM House, 225-243, Hammermith Rd., London, W.6. Riverside 4646 (9 lines). (C3024)

CAMDEN MOTORS, Ltd.

JAGUAR Mark V saloon 3½-litre model, in black with red hide upholstery, exceptional condition and a somewhat scarce model; £545.

JAGUAR 2½-litre sports saloon 1947, full special equipment, late registration car, in thoroughly sound order throughout; £345.

JAGUAR 3½-litre saloon 1949, looks similar to the one above, a smart compact car with high standard of performance; £195.

JAGUAR Mark VII saloon 1952, in grey with red leather, radio, heater, screen washers, exceptional value; £695.

JAGUAR Mark V saloon 1951, also in grey with red leather and fitted reconconditioned 3½-litre engine August this year; £595.

JAGUAR Mark V 3½-litre drophead four-seater coupe 1940, beautifully finished in silver and black with pale grey hide interior, H.M.V. radio and heater, flyrind hood, wing mirrors, a one-owner car, superbly maintained by Jaguar enthusiasts; £354.

JAGUAR 3½-litre saloon 1949, special equipment J model, with radio, heater and disc, moderate total mileage; £695.

JAGUAR 3½-litre saloon 1948, special equipment model, heater, disc, tailored seat covers, very good mechanical order; £375.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

JAGUAR MK VII saloon, 1953, overhauled, repainted, October, 1955, excellent condition; £800.—Box 553, (5454)

JAGUAR

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 XK120 2-seater tourer finished in grey with red and beige leather upholstery. First registered March 1, 64, miles only, as new.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9761. (C3032)

VINTAGE AUTOS offer:—

£465.—1950 series Mk. V saloon, low mileage, radio, heater, beautiful condition.

£625.—Jaguar Mk. V 1951 d.t.c. coupe, radio, heater, low mileage, immaculate.

VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Bayswater 5029 and 8350. (C3079)

B. J. HUNTER, Ltd., offer:—

1953 Jaguar Mark VII saloon, very attractive car in two-tone blue; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2040)

GREAT WESTERN MOTORS

OFFICIALLY appointed Jaguar dealers.

1955 Mk. VII, pastel Green, green hide, fitted overdrive, 2,000 miles only, literally as new; £1,125.

1955 Mk. VII M, fitted overdrive, battleship grey, red hide, as new; £1,095.

1954 Model XK120 d.t.c., beige, red hide, new hood, low mileage, one owner; £1,075.

1953 Mk. VII, black, brown hide, fitted radio, well above average; £675.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4-6-8, Bishopbridge Rd., W.8. Ambassador 1061.

MANN ROBERTSON & CO., Ltd. (C2039)

1955 Jaguar XK140 drop head coupe, dark green with brown leather, 1,000 miles.

MANN ROBERTSON & CO., Ltd., 14, Berkeley St., W.1. Hyde Park 2075. (C2006)

PHILIP RICKARDS, Ltd., offer:—

1955 (July) Jaguar XK140 fixed head coupe with overdrive, British racing green, extras, £500 miles, as new.

PART exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4774-3. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1954 Jaguar Mark VII saloon (overdrive), black/brown upholstery, 8,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

DUNCAN HAMILTON & Co. for Jaguars.

1955 M type saloon, finished in British Racing Green, with green interior, fitted overdrive, spotlights, badge bar, fire extinguisher, link mate, twin speaker, extra, Michelin X tyres, low mileage; £1,185.

1953 Mark VII saloon, finished in lavender grey, red interior, only 11,000 miles, one owner, a beautiful and completely unmarked car, this car is better condition than the average '55, wonderful value at £595.

1952 Jaguar XK120 Roadster, special finish in 2-tone blue with matching interior, fitted loose cover, new hood, modified engine, 9½ compression, one owner; £745.

1951 Jaguar XK120 29,000 miles, specially finished in satin beige. Fitted loose covers, wind defectors, spotlight, fitted mate, Michelin X tyres, unmodified, unscratched, undoubtedly one of the best examples available; £695.

33, High Rd., Byfleet, Surrey. Byfleet 5101 by day and night.

WOKING MOTORS, Mercedes distributors. (C1091)

1954 XK120 coupe, 15,000 miles, one owner, superb condition; £965.—Maybury Hill Garage, Woking 4277-8. (C2027)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JULY, 1954, Jaguar Mark VII with overdrive, British racing green, green upholstery, loose covers, heater, Motorola radio, 15,000 miles only, spotless condition, one owner; £1,050.

NOVEMBER, 1953, Jaguar Mark VII saloon, 2-tone N grey, red upholstery, loose covers, radio, Michelin X tyres, etc., 30,000 miles only; £935.

JUNE, 1953, Jaguar Mark VII saloon, battleship grey with red leather upholstery, 15,000 miles only, one owner; £695.

VERY late 1952 Jaguar Mark VII saloon, black with red upholstery, H.M.V. radio, Michelin X tyres, 28,000 miles only; £795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 5297-8. (C1057)

CHIPSTEAD MOTORS, Ltd. (official Jaguar dealers).

XK140 1955 full special equipment model, racing green, unmarked; £1,425.

XK140 1955 convertible, black/red, unmarked, extras; £1,450.

XK140 1955 full special equipment model, white/red, special removable hard top with sliding windows, unmarked; £1,465.

PRE-BUDGET price.—New Mark VII saloon, automatic gear box, for immediate delivery.

C. H. THORP, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0058/7258/7154. (C1046)

CHARLES FOLLETT, Ltd., official Jaguar agents, offer:—

1955 (July) Jaguar XK140 8-seater, cream, fitted automatic, genuine 600 miles only; £1,498 (present list price £1,675). 3 months' guarantee h.p. and part exchange facilities.

1955 Jaguar Mark VII M saloon, with Borg Warner automatic gear box, 675, blue leather, 4,600 miles, as new.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 9761. (C4010)

A. AND T. TABOR, Ltd., Watlyn By-Pass, Harlow, Essex. 481-3-4. offer:—

1954 Jaguar XK120 open 2-seater, finished cream, red leather, wire wheels, special equipment, many extras, one owner, excellent condition throughout; £1,095 maximum h.p. terms available. (C1041)

2022-2023 2023-2024 2024-2025 2025-2026 2026-2027 2027-2028 2028-2029 2029-2030 2030-2031 2031-2032 2032-2033 2033-2034 2034-2035 2035-2036 2036-2037 2037-2038 2038-2039 2039-2040 2040-2041 2041-2042 2042-2043 2043-2044 2044-2045 2045-2046 2046-2047 2047-2048 2048-2049 2049-2050 2050-2051 2051-2052 2052-2053 2053-2054 2054-2055 2055-2056 2056-2057 2057-2058 2058-2059 2059-2060 2060-2061 2061-2062 2062-2063 2063-2064 2064-2065 2065-2066 2066-2067 2067-2068 2068-2069 2069-2070 2070-2071 2071-2072 2072-2073 2073-2074 2074-2075 2075-2076 2076-2077 2077-2078 2078-2079 2079-2080 2080-2081 2081-2082 2082-2083 2083-2084 2084-2085 2085-2086 2086-2087 2087-2088 2088-2089 2089-2090 2090-2091 2091-2092 2092-2093 2093-2094 2094-2095 2095-2096 2096-2097 2097-2098 2098-2099 2099-2100 2100-2101 2101-2102 2102-2103 2103-2104 2104-2105 2105-2106 2106-2107 2107-2108 2108-2109 2109-2110 2110-2111 2111-2112 2112-2113 2113-2114 2114-2115 2115-2116 2116-2117 2117-2118 2118-2119 2119-2120 2120-2121 2121-2122 2122-2123 2123-2124 2124-2125 2125-2126 2126-2127 2127-2128 2128-2129 2129-2130 2130-2131 2131-2132 2132-2133 2133-2134 2134-2135 2135-2136 2136-2137 2137-2138 2138-2139 2139-2140 2140-2141 2141-2142 2142-2143 2143-2144 2144-2145 2145-2146 2146-2147 2147-2148 2148-2149 2149-2150 2150-2151 2151-2152 2152-2153 2153-2154 2154-2155 2155-2156 2156-2157 2157-2158 2158-2159 2159-2160 2160-2161 2161-2162 2162-2163 2163-2164 2164-2165 2165-2166 2166-2167 2167-2168 2168-2169 2169-2170 2170-2171 2171-2172 2172-2173 2173-2174 2174-2175 2175-2176 2176-2177 2177-2178 2178-2179 2179-2180 2180-2181 2181-2182 2182-2183 2183-2184 2184-2185 2185-2186 2186-2187 2187-2188 2188-2189 2189-2190 2190-2191 2191-2192 2192-2193 2193-2194 2194-2195 2195-2196 2196-2197 2197-2198 2198-2199 2199-2200 2200-2201 2201-2202 2202-2203 2203-2204 2204-2205 2205-2206 2206-2207 2207-2208 2208-2209 2209-2210 2210-2211 2211-2212 2212-2213 2213-2214 2214-2215 2215-2216 2216-2217 2217-2218 2218-2219 2219-2220 2220-2221 2221-2222 2222-2223 2223-2224 2224-2225 2225-2226 2226-2227 2227-2228 2228-2229 2229-2230 2230-2231 2231-2232 2232-2233 2233-2234 2234-2235 2235-2236 2236-2237 2237-2238 2238-2239 2239-2240 2240-2241 2241-2242 2242-2243 2243-2244 2244-2245 2245-2246 2246-2247 2247-2248 2248-2249 2249-2250 2250-2251 2251-2252 2252-2253 2253-2254 2254-2255 2255-2256 2256-2257 2257-2258 2258-2259 2259-2260 2260-2261 2261-2262 2262-2263 2263-2264 2264-2265 2265-2266 2266-2267 2267-2268 2268-2269 2269-2270 2270-2271 2271-2272 2272-2273 2273-2274 2274-2275 2275-2276 2276-2277 2277-2278 2278-2279 2279-2280 2280-2281 2281-2282 2282-2283 2283-2284 2284-2285 2285-2286 2286-2287 2287-2288 2288-2289 2289-2290 2290-2291 2291-2292 2292-2293 2293-2294 2294-2295 2295-2296 2296-2297 2297-2298 2298-2299 2299-2300 2300-2301 2301-2302 2302-2303 2303-2304 2304-2305 2305-2306 2306-2307 2307-2308 2308-2309 2309-2310 2310-2311 2311-2312 2312-2313 2313-2314 2314-2315 2315-2316 2316-2317 2317-2318 2318-2319 2319-2320 2320-2321 2321-2322 2322-2323 2323-2324 2324-2325 2325-2326 2326-2327 2327-2328 2328-2329 2329-2330 2330-2331 2331-2332 2332-2333 2333-2334 2334-2335 2335-2336 2336-2337 2337-2338 2338-2339 2339-2340 2340-2341 2341-2342 2342-2343 2343-2344 2344-2345 2345-2346 2346-2347 2347-2348 2348-2349 2349-2350 2350-2351 2351-2352 2352-2353 2353-2354 2354-2355 2355-2356 2356-2357 2357-2358 2358-2359 2359-2360 2360-2361 2361-2362 2362-2363 2363-2364 2364-2365 2365-2366 2366-2367 2367-2368 2368-2369 2369-2370 2370-2371 2371-2372 2372-2373 2373-2374 2374-2375 2375-2376 2376-2377 2377-2378 2378-2379 2379-2380 2380-2381 2381-2382 2382-2383 2383-2384 2384-2385 2385-2386 2386-2387 2387-2388 2388-2389 2389-2390 2390-2391 2391-2392 2392-2393 2393-2394 2394-2395 2395-2396 2396-2397 2397-2398 2398-2399 2399-2400 2400-2401 2401-2402 2402-2403 2403-2404 2404-2405 2405-2406 2406-2407 2407-2408 2408-2409 2409-2410 2410-2411 2411-2412 2412-2413 2413-2414 2414-2415 2415-2416 2416-2417 2417-2418 2418-2419 2419-2420 2420-2421 2421-2422 2422-2423 2423-2424 2424-2425 2425-2426 2426-2427 2427-2428 2428-2429 2429-2430 2430-2431 2431

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1954 LAGODA
Lagoda 3-litre saloon, dual grey, superb condition, central change; London.—Box 8099. [C340]

1938 LAGODA V12 saloon: £395.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverdale 6677-8. [C2043]

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years service manager to Lagoda, Ltd.)
ENQUIRIES invited for available used cars.
273 London Rd., Staines. Tel. 4211-5. [C1080]

1951 2½-litre saloon, full history, exceptional bargain: £850.—Anthony Crook, Esher, Surrey. Tel. 4580. [C1063]

1937 Lagoda 4½-litre saloon, reconditioned by makers at a cost of £750; radio and other extras in very good condition, including tyres. £225.—Morley, 54, Streats Hill, S.W.2. Tel. Tulse Hill 4488. [C3016]

PC—1939 Lagoda V12 grand head coupe, specimen £445; 1939 Lagoda V12 saloon, ex Karl Howe, £545; 1937 Lagoda LQ46 saloon, choice of 3 from £175.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8941. [C3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagodas.—Hampested (Tube), N.W.3. Ham. 6041. [W4018/R]

Lagoda Spares and Service
DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagoda, Ltd.) Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [C1080/R]

LANCHESTER
1954 Lanchester 14 saloon, one careful owner, green with green leather, guaranteed: £795.—Campbell Symonds, Perivale 4456. [C1087]

CASS'S MOTOR MART—1953 (Aug.) Lanchester 14 saloon, fawn, heater, unblemished, one owner; £725; written guarantee.—3, Warren St., W.1. [C1040]

1938 Lanchester 11, excellent condition throughout; £235. Hire purchase terms, exchanges.—6, Summerland Gardens, Muswell Hill, N.10. Tudor 8073. Finsbury 9233. [C2095]

£150—1939 model Lanchester 14 Roadrider de luxe saloon, excellent runner, beautiful blue interior; £50 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampested 6490. [C1024]

1947 (April) Lanchester 10hp saloon, blue/blue leather, fog lamp, a post-war pre-selector car at an attractive price, chassis generally in good; £355.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181. [C1069]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampested (Tube), N.W.3. Ham. 6041. [W4018/R]

CASH immediately for good Lanchester.—H. P. Edwards, 454, Great Titchfield St. London, W.1. Tel. Langham 0012. [W2003]

Lanchester Spares and Service
DISMANTLING for spares nearly all models: 1932/1940.—Wards Motor Stores Walsley Tel. 4151. [C022 N]

CROYDON—Donald Vince & Co., Ltd., Dalmer and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5773. [C0669]

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, pre-selector gear box; exchanges and 48-hour repairs.—169 Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [C287/R]

LANCIA
JOHN S. TRUSCOTT, Ltd., for Lancia.

ONLY the best examples are offered.

1938 Aprilia, fawn, leather, several extras, believed the best and only one-owner Aprilia available; £475, exchanges, deferred terms.—173 Westbourne Grove, W.11. Baywater 4274. [C4035]

S&S MOTORS—Lancia Aprilia, 1938, carefully maintained, recoloured metallic blue, £290.—18, Leinster Terrace, W.2. Pad. 6174. [C4090]

1938 Lancia Aprilia saloon, black, nice condition; £295.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverdale 6677-8. [C2043]

1951 model Aurelia pillarless saloon, colour grey, £315.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

MOS (CAMBRIDGE), Ltd. Lancia distributors usually have the or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 87519. [B124]

GRAN Turismo speed coupe 1952, 2-litre, luxury safety, comfort, ample luggage space, one owner, immaculate condition, recent complete check by Lancia, £1,725.—Write C. M. Needham, Pennsylvania, Prestbury, Cheshire. [B419]

365 gns.—Lancia Aprilia 1939 2/4-seater sports convertible by Farina, blue and silver, blue leather, P.V.C. hood, all independent suspension, scarce model, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampested (Hampested Tube). Hampested 6041. [C4018]

Lancia Cars Wanted
Lancia Aprilia wanted, year immaterial.—T. P. Brown, Ltd., High Rd., Weststone, N.20. Hillsdale 7741. [C0356/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampested (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancia Spares and Service
LANCIA (ENGLAND), Ltd. English branch and sole representative of the famous Italian company: all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley (Perivale 5650). [B0320/R]

LEA-FRANCIS

BIRKETT'S (FINCHLEY) offer:

1947 Lea-Francis special 2-door sports saloon, the prettiest car of its type, finished in two tones, a connoisseur's car: £335, written guarantee.

BIRKETT'S (FINCHLEY), 397-401, High Rd., East Finchley, N.2. Tel. Finchley 0-4-4 any time. [C4065]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, SERVICE.—Works & Stores—Barnside Yard, off Elgin Ave., W.3. Cunningham 5886. [C2010]

£385—Lea-Francis 14 1947-8 sports saloon, radio, heater, excellent condition.
VINTAGE AUTOS, Ltd., 105, Queensway, W.3. Tel. Baywater 5929 and 8350. [C4079]

1952 14hp Lea-Francis saloon de luxe, one fastidious owner, had little use, cost £2,000 approximately; bargain £675.
L.M.B. MOTORS, 142, Malmesbury Park Rd., Bourne-

1948 model (first reg. 12/11/47) Lea-Francis 4-door saloon, colour black, fitted heater, fog lamps, etc., one owner only, nice condition; £345.
J. S. ALLEN, Ltd., 130, Denagate, Manchester, J. S. Tel. Denagate 4795-6. [C350]

£455—1950/1 Lea-Francis 1½-litre sports roadster, room for children in back, magnificent vehicle, tremendous performance, immaculate throughout.

£425—Lea-Francis specially built with drophead four-seater coupe bodywork, beautiful vehicle, although first registered in 1949 you would not believe this if you see and drive it; it is magnificent.
AMBS OF WOOD GREEN (Established 1897), 100

1950 (October) Lea-Francis estate car, genuine work, coachwork, wooden body, heater, new tyres, excellent order; £425.—Clayton Car (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

365 gns.—Lea-Francis 1948 14hp four-seater sports coupe, leather heater, pass light, sunroof, spare, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampested (Hampested Tube). Hampested 6041. [C4018]

Lea-Francis Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampested (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service
LEA-FRANCIS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St. Coventry. Tel. 60304-5-6. [C0592/R]

SPARES and service.—J. C. Alexander, Ltd., 190, Denagate, Manchester, 3. Tel. Dea. 4795-6. [C0828/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores:—
BARNSDALE YARD, off Elgin Ave., W.3. Tel. Cunningham 5936-7. [C0595/R]

LIMOUSINES

COACHCRAFT offer:
SHEERLINE limousine.—See under Austin A125 column. [C1053]

195 gns.—Humber Pullman late 1937 7-seater limousine, black, heater, face-forward occasional, winding division, disc, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampested (Hampested Tube). Hampested 6041. [C4018]

LINCOLN
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-8. [C0747/R]

Lincen Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Lincoln buyers Wembley 8991/3903. [W4015/R]

LLOYD
£135—1950 Lloyd 650cc sports 4-seater tourer, good condition; terms.—Autolips, 3, Balham High Rd., Balham 1509. [C1009]

MERCEDES-BENZ

BROOKLANDS: Wholesale and Retail.

1956 models available for delivery.

1954 Mercedes-Benz 5-seater Cabriolet D de luxe, BUY or sell with confidence; part exchange.
103 New Bond St., London, W.1. Mayfair 8351. [C1029]

METCALFE & MUNDY, Ltd., offer:—
MERCEDES-BENZ model 300 SL, silver grey, 18,000 miles; £3,750.

METCALFE & MUNDY, Ltd., 280, Old Stompton Rd., S.W.4. Finsbury 4471. [C3064]

GUY SALMON AUTOMOBILES offer:

1955 (June) Mercedes-Benz 300 SL sports saloon, this fantastic car has only covered a total mileage of 9,200, fitted with Michelin X tyres and radio, serviced and maintained solely by the makers one owner and as new in every respect, this car would cost new today with its extras approximately £3,800 offered at £3,900.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [C4001]

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

ONLY the best examples are offered: two 1955 Type 220A available, most new models for immediate or early delivery, including some at pre-Budget prices.
JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.—173, Westbourne Grove, W.11. Baywater 4274. [C4035]

MERCEDES-BENZ

WORKING MOTORS, distributors, Surrey, Sussex.

300 SL, 1955, 5,000 miles only, for disposal, new 300SL supplied.

190 SL coupe, 1955, 2,000 miles, white, red leather, left hand drive cost new £2,355, accept £2,350.—Working Motors (Maybury Hill), Ltd. Woking 5077-3. [C4057]

1955 Mercedes 300C; £2,800.—The Farnham Motor Co. Ltd. Farnham 6751. [C4057]

1954 170, Diesel, 20,000 miles, as new; £995.—Magnificent Autos, Ltd., 48, Fitzroy St., London W.1. Euston 2597. [C3004]

Mercedes Cars Wanted
CASH immediately for good Mercedes-Benz.—H. P. Edwards, 26-34, Upper Iligh St., Epsom, Surrey. Tel. Epsom 5611. [W4004]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—53, Camberwell New Rd. S.E.5. Tel. Reliance 7691. [C0822/R]

MERCURY
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-8. [C0748/R]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 (October) M.G. TC Roadster, black with beige upholstery, various extras included, superb mechanical order, fast and economical, 369gns. Hire purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 1600 yards). [C4047]

ELM AUTOSALES offer:
1949 model M.G. TC, green, loose covers, many extras, mechanically and bodily really first class, a genuine sports car: £375.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

B. J. HUNTER, Ltd., offer:

1955 M.G. Magnette saloon, most attractive and economical car; £795.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:

1949 M.G. 1½-litre saloon, maroon, red upholstery; £445.
H. A. SAUNDERS, Ltd., 84-842, High Rd., North Finchley, N.12. Blisde 9111. [C3087]

GUY SALMON AUTOMOBILES offer:

1954 (Nov.) M.G. Magnette saloon, maroon/beige leather, 4,000 miles only; £799.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

PARADE MOTORS (MITCHAM), Ltd., offer:

UNDOUBTEDLY the finest selection of M.G.s in the country.
1953 M.G. TD2, black with beige upholstery, bodywork and mechanical condition first-class throughout; £495.

1950 M.G. TD, green with beige upholstery, recent engine overhaul, fitted many extras; £425.
1949 M.G. TC, green fitted twin Finesthrower lamps, servo screens, other extras, five excellent tyres; £339.

1947 M.G. TC, red, fitted Windtones, twin spot lamps, luggage carrier, in superb original condition; £355.

1938 M.G. TA, green, in excellent condition throughout; £255.
LL these cars fully guaranteed, h.p., insurance and A part exchange effected, spares and service.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monmouth Parade, Mitcham, Tel. Mitcham 1958. [C1028]

1955 M.G. TF 1500 2-seater, one owner, 6,000 miles, Lincoln, Ripco condition; £675.
RIPCO, Ltd. (M.G.s purchased), 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2643-4-5. [C3058]

HI-POWER twin carburettor conversions give amazingly improved performance.
HIGH ratio rear axles now available for the new M.G. Magnette, send for data and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haslemere, Surrey. Tel. 345. [C1094]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C0596/R]

1938 M.G. 2-litre saloon, guaranteed; £210. Fro. Vaughan, 17, Astwood Mews, S.W.7. [C4078]

BEARS OF KINGSTON M.G. specialists; sales, spares, repairs.—108, London Rd., Kingston. Tel. Ktn 5346. [C082/R]

DOCTOR delivered black Magnette Sept. 22, 1955, now ready for export permit Africa, heater, fog lamps, screenwashers, wing mirrors, nylon loose covers, etc.; £495.—Rowland Smith, below.

1951 M.G. 1½, saloon, black/beige leather, 27,000 miles only, one owner, excellent condition, £450; another 1950, black/green leather, 2-seater, Woodcote Motor Co., Ltd., Epsom 1234. [C2220]

3800 miles, unmarked and almost indistinguishable from new, July 1955 M.G. Magnette sports saloon, very maroon leather, heater, fog lamps, screenwashers, wing mirrors, nylon loose covers, etc.; £495.—Rowland Smith, below.

695 gns.—M.G. Midget 1955 TF 1500 2-seater, radio, leopard-skin covers, fog lamp, badge bar, all-over tonneau, one owner, small mileage, taxed; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, below.

525 gns.—M.G. Midget late 1953 TD 2-seater, silver streak grey, red leather, one owner, unmarked; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, below.

375 gns.—M.G. Midget 1949 TC 2-seater, red leather, luggage carrier, excellent condition, taxed; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampested (Hampested Tube). Hampested 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
PERFORMANCE CARS, Ltd.—1954 M.G. TP 1.250cc 2-seater, specially tuned, £225; 1953 M.G. TP 1.250cc 2-seater, one owner, £215; 1952 M.G. TP 1.250cc 2-seater, red, £245; 1950-1 M.G. TD 1.250cc 2-seater, choice of 2 from £210; 1949 M.G. TC 2-door 2-seater, green, £295; 1949 M.G. TC 1.250cc 2-seater, cream and beige, £395; 1949 M.G. TC 1.250cc 2-seater, many extras, red, £395; 1948 M.G. TC 1.250cc 2-seater, 2 from £360; 1946-7 M.G. TC 1.250cc 2-seater, 3 from £310; 1936 M.G. TA 10hp 2-seater, black, £275; 1937-8 M.G. TA 10hp 2-seater, 2 from £225; 1935 M.G. SA 2-litre saloon from £265; 1939 M.G. VA 1½-litre tourer, specimen, £285; 1934 M.G. PA 9hp 2-seater, cream, specimen, £225; 1934 M.G. PA 9hp 4-seater tourer, red, £165; 1934 M.G. 12 shp 1-seater, red, £195; 1936 M.G. Q 750cc 1/2 single-seater, green, £245.
PERFORMANCE CARS, Ltd., stockists of the finest selection of M.G.s in the country; all spares available.—Great West Rd., Brentford, Middlesex. Ealing 9441. (C3041)

M.G. Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.s—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMBES, Ltd.

W
E urgently require M.G.s of all models since 1935. —Dudden Hill Lane, Willenden, N.W.10. Willenden 4969. Nearest Underground Dollis Hill Sta. (W4017)
CLUBMAN AUTOS, Ltd. urgently require all models M.G. for cash—132-142, High St., Tooting. W.17. Tel. 3444. (W1095)

JACK ROSE, Ltd. require M.G. Magnette and TP cars—Stafford Rd., Wallington, Surrey. Wall. 0677 and Burslem Heath 4796. (W1092)

C
N.E. MOTORS urgently require M.G.s, particularly VA, TA, TP and TC models.—353, Finchley Rd., N.W.11. Hendon 5712. (W1093)

H
A. SAUNDERS require post-war saloons in exchange for new models.—144, Golders Green Rd., N.W.11. Speedwell 0011.
W
LANFIELD, Henry & M.J. Magnette, distance no object; details and prices.—Green & Zonia, Ltd. 946/252, Deansgate, Manchester, 3. Tel. Deansgate 1255-4. (W4228)

M.G. Spares and Service

T
TOULMIN MOTORS

SPECIALIZE in M.G. and M.O. cars only repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1954; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, roller bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.O. spares available in stock; we specialize in racing spares, write or tel. Toulmin Motors, 243, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (0849/R)

P
REMANUFACTURING for spares 1937/8-2-litre V8s and Motor Stores, Wallasey. Tel. 4151. (0191/R)

L
ARGENT and quickest spares service in the South of England.—Stevens Garage, Ltd., Reading. Tel. 4436. (0206)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.O. spares outside the factory.—7, Hertford St., London, W.1. Gns. 4341. (0206)

V
W. DERRINGTON, Ltd. for M.O. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs; brake linings and cables; plugs 1 1/2, 1 1/4 and Layland-Lucas cylinder bands, new crankshafts, TA models; 20; petrol tanks, fold-flat winders, spongers and exhaust systems; stamp new list—150-161, London Rd., Kingston 5621-2. (S1071)

M
G. spares, most parts in stock for all models 1930 onwards; lower gears, valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assemblies, petrol pump service, a.d.d. and gasket workmanship in all our repairs.—A.E. Witham, Queens Garage, Queens Rd., Wembley (Station), N.W.19. Liberty 3082. (0453/R)

MORGAN

1949 Morgan 4/4 4-seater sports, British racing green, £355.
1938 19 Morgan 4/4 2-seater sports, one owner, only from new green, really superb condition, £235.
PARADE MOTORS (MITCHAM), Ltd. 65-67, Monarch Parade, Mitcham, Tel. Mitcham 3302. (C3036)

Morgan Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

S
SLOCOMBES, Ltd.
W
E urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willenden, N.W.10. Willenden 4969. Nearest Underground Dollis Hill Sta. (W4017)
CLUBMAN AUTOS, Ltd. urgently require all models Morgan for cash—132-142, High St., Tooting. W.17. Tel. 3444. (W1095)

Morgan Spares and Service

M
ORGAN 4/4 official spare parts stockists, service and repairs.—East Rd., Ltd. 161, Gt. Portland St., W.1. Gns. 7753. (0514/R)

MORRIS MINOR

W
HAROLD PERRY, Ltd. 1105-1111, High Rd., Whiston, N.30. Tel. Hillside 621, offers—
1953 (December) Morris Minor 4-door de luxe, black, red leather, heater, excellent condition. £555.
W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whiston, N.30. Tel. Hillside 621. (C3062)

C
MART, Ltd.
1953 Morris Minor 4-door saloon, heater, black trim, excellent condition, £470. (C1039)
C. MARY, Ltd. 161, Strathmore High Rd., N.W.10. Strathmore 0054. (C1039)

1955 Morris Minor 3-door saloon, black, many extras, one owner, £560.—Odeon Motors, Ltd., Bar. 1144. (C3038)

MORRIS MINOR

NORMAN AUTOS

1954 Morris Minor Traveller's car, low mileage, immaculate, £555.—Norman Autos, 344-354, London Rd., Croydon. Thornton Heath 4657. (C3068)

RUSSELL MOTORS offer—

1955 Morris Minor 3-door de luxe, with screen washers, wing mirrors, etc., £545.
RUSSELL MOTORS (KNIGHTSBIDGE), Ltd. 47, Sloane St., S.W.1. Sloane 5224. (C3060)

B HUNTER, Ltd.

1955 Morris Minor saloon, low mileage, superb condition, £550.
B. HUNTER, Ltd. 23 Orickwood Broadway, N.W.2. (Hendon) 6305. (C2040)

ZENITH MOTOR Co. offer—

1953 (Oct.) Morris Minor 3-door saloon, colour black/red interior, 14,000 miles, under seal, this is a one-owner motor car and its condition is commensurate with half the mileage, unmarked throughout, £465.
591, Commercial Rd., London, E.1. Gns. 4285 (20 lines). (9261)

PHILIP RICHARDS, Ltd. offer—

1954 Morris Minor 2-door de luxe saloon, black, 17,000 miles.
PAINT exchanges, deferred terms.—4, Brick St. Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

WARWICK WRIGHT, Ltd. offer—

1955 Morris Minor convertible, green with green upholstery, 15,000 miles, £525.
WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9761. (C4045)

C.M.I. offer—

1953 Morris Minor 3-door saloon, black, taxed rear, £435.
THREE months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

ENGINES RECONDITIONED, Ltd. offer—

MORRIS Minor saloon 1951; £395.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5566. (C2070)
MORRIS Minor saloon, black, as new; £470.
PARSONS & PARSONS (GARAGE), Ltd. Potter St., Harrow. Potter 8121. (C3058)

1954

1954 Morris Minor 4-door saloon, green, with heater, under 20,000 miles; £515.
1954 Morris Minor 4-door saloon de luxe, black, one owner, under 15,000 miles; £545.
1954 Morris Minor 2-door saloon, black, under 6,000 miles; £495.
1953 Morris Minor series I 2-door, green, under 17,000 miles, one owner; £445.
A.L. with B.M.C. guarantee.—Jarvis & Sons, Ltd., 17-19, Camden Rd., W.19. Liberty 8221. (C2043)

1950 Morris Minor saloon, black, immaculate, late throughout.
HAVERSTOCK GARAGE, 50, Haverstock Hill, N.W.3. Quilliver 2422. (C2093)

1937-5 Morris Minor, November, 1951, convertible, blue, very good condition.—Harris, 47, Sandhurst St., Croydon, Leicestershire. (9344)

1955 Morris Minor Estate car, heater, etc.; exchanges, list—Autowork, Ltd., Southgate Street, Winchester. Tel. 4965. (C1010)

1955 (June) Morris Minor 3-door saloon, 3,500 miles only, absolutely indistinguishable from new, 3 months' guarantee; £525.
C & W MOTORS, Ltd. Queens Head Garage, East End Rd., N.3. Finchley 6336 (3 lines). (C1061)

1952 Morris Minor 2-door saloon, recent o/b; £425.—A. Owen (Hendon), Ltd., The Hydr., Hendon, N.W.9. Tel. Colindale 5185. (C3096)

1955 (October) Morris Minor traveller, green/green, one owner, works mileage, £655.—J. Davy, Ltd. 184, Kensington High St., W.8. Tel. 7181. (C1069/1)

1954 (November) Morris Minor saloon, one owner, immaculate throughout; £525; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2085)

T
W in carburetor conversions h/c head and high ratio rear axle give amazing performance, send for data and road tests; demonstrations, h.p. terms; part exchange.
ALEXANDER ENGINEERING Co., Ltd. Haddenham, Bucks. Tel. 345. (C1094)

1954 (Nov.) Morris 3-door saloon, choice of 3 £445 each colour black, mileage 10-12,000; B.M.C. guarantee.—Lankaster Eng. Co. Ltd., 39-45, Eden St., Kingston. K15 3151-4. (0046/R)

1954 Morris Minor de luxe Traveller's car, green, moderate mileage, one owner, excellent condition; £550.—Saul & Slater, Ltd., 44, Alderman Hill, Palmers Green, N.13. Tel. Lane 1068. (C4026)

1953 Morris Minor 2-door saloon, 17,000 miles, only, many extras; £485.—L. P. Dove, Ltd., 111-115, Addison Rd., East Croydon. Tel. Croydon 3064-7-4-8. (C1016)

PRIDE & CLARKE, Ltd.—1955 Morris Minor 4-door de luxe saloon, 6,000 miles, heater, £549; 1954 4-door de luxe, heater, radio, £599; 1953, £419.—Stockwell Rd., S.W.8. Brixton 628. (C3060)

1954 (July) Morris Minor 2-door de luxe saloon, grey, low mileage, immaculate, B.M.C. guarantee; £490.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Croydon 3067. (C3046)

525 ins.—Morris Minor 1955 series II de luxe saloon smoke blue, red leather, heater, overriders, wing mirrors, loose covers, one careful owner, taxes, terms, exchange, Rowland Smith, below—
465 ins.—Morris Minor 1953 series II saloon, one owner, spare unused, exceptional, taxed, terms, exchanges.—Rowland Smith, below—
445 ins.—Morris Minor 1952 de luxe 4-door saloon, leather, heater, overriders, paintlight, one owner, exceptional; terms, exchanges.—Rowland Smith, below—
395 ins.—Morris Minor 1953 convertible, excellent condition, taxed; terms, exchanges.—Rowland Smith, below—
375 ins.—Morris Minor late 1950 saloon, excellent condition, taxed; choice of 12 Minors; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

MORRIS MINOR

1950 Morris Minor 3-door saloon in immaculate condition all round; £395; s.p. terms.—Underwood-Busling (Sports Cars), Ltd., Queensberry Rd., Kettering. Tel. 3351. (C4075)

1954 (November) Morris Minor traveller, 1955 series, blue/red, one owner, twin wing mirrors, 11,500 miles, £565.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 7181. (C1069/3)

1954 (February) Morris Minor de luxe 2-door saloon, black/red hide, heater, overriders, maintained carefully by only owner; £449.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 7181. (C1069)

11000 miles, 1954 de luxe 2-door Minor, green, £535.—Eustace Watkins, Ltd., 12, Berkeley Underwood-Busling (Sports Cars), Ltd., Croydon, Thornton Heath 4233; or 12, Chelsea Manor St., S.W.3. Finsbury 8181. (C4046)

£495—1955 Minor convertible, 14,000 miles, see below; 1955 Minor convertible de luxe, 3,000 miles; £525; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Portman Green Rd., West Hampstead, London, N.W.4. Hampstead 8908. (C4049)

1952 red leather upholstery, one owner, low mileage, heater, rear mudguard spats, windscreen washers, etc., good tyres, taxed, 42 m.p.g., exceptional throughout, £455; trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. (C3059)

Morris Minor Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam, Commer.
NOV. 1947 Morris Series E 4-door saloon, de luxe model, fitted reconditioned engine, heater, etc.; £310.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5554. (C1044)

£265—1946 Morris 8 4-door saloon, black, excellent condition; £300.—Tubby, 297, Whapload Rd., Lowestoft. (9236)

OCTOBER 1948 Morris 8 Series E 4 doors, excellent condition; £300.—Tubby, 297, Whapload Rd., Lowestoft. (9236)

1948 Morris 8 saloon, very reasonable condition; black, brown hide, £250.—56 Trinity St., Ipswich. (9236)

1948 Morris 8 4-door saloon, magnificent, guaranteed; £250.—Vaughan, 17, Atwood Mews, S.W.7. Fro. 1319. (C4078)

295 ins.—Morris 8 1947 de luxe saloon, sliding leather, heater, rebody, carefully used; terms, exchanges.—Rowland Smith, below—
195 ins.—Morris 8 1939 series II 4-door saloon, good tyres, excellent condition.—Rowland Smith, below—
145 ins.—Morris 8 1939 series II tourer, new hood; choice of 9 Morris 8's; terms, exchanges, list. Open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1948 Morris 8 special pukka estate utility, in cream and brown, fold-flat rear seat, spacious body, reconditioned engine, grand performance, immaculate appearance; £250; trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. (C3059)

Morris Eight Cars Wanted

PRIVATELY owned Morris 8—2/143, Streatham High Rd.,ulse Hill 2768. (W4007)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRISTEN

1948 Morris 10 saloon, choice from £235.—Morris 8 true Motors (N. H. Bowtell), 91-95, Frying New Rd., Buckhurst Hill, Essex. Tel. 471-4. (C3068)

95 ins.—Morris 10 1938 de luxe saloon, sliding head, leather; terms, exchanges, list. Open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS COWLEY

1954 (September) Morris Cowley saloon, 10,000 miles, spare unused; £595.
GORDON CARB (LONDON), Ltd. Elthfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C4043)

MORRIS OXFORD

A1 at Brown.
1954 Morris Oxford series II saloon, black with red interior, heater, etc.; £595.
1954 Morris Oxford Traveller's car, grey, one owner; £650.
W. A. BROWN, Ltd. 339, Finchley Rd., N.W.5. Ham. 2294. (C1068)

BENTALLS, Ltd.
1954 Morris Oxford de luxe, blue with red upholstery, fitted heater; £578.—Kingston 1001. (C1093)

GLANFIELD LAWRENCE offer—
1953 Oxford Traveller's car, in Birch grey with red interior, superb example; £545.—407, High Rd. N.12 Finchley 0881. (C2053)

PHILIP RICHARDS, Ltd. offer—
1953 (Oct.) Morris Oxford saloon, black, heater, 7,500 miles only.
PAINT exchanges, deferred terms.—4, Brick St. Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

1952 Morris Oxford, one owner, black, red interior, very carefully used car; £465.—Northwards Garage, Fins Cottage, N.W.3. Putney 0646. (C3046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

HI-POWER twin carburettor conversions give amazingly improved performance.

HIGH ratio gear sales now available, send for data and road tests.

1952 Morris Oxford saloon, grey, one owner, immaculate, £275/11—Falmerton Rd., N.W.5.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1954 Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new, £505. (C1056)

JOHAN CAMPBELL MOTORS 415, Holloway Rd., N.7. Tel. 4441.

FEB., 1955, Oxford, black/red, 7,000 only; £605 or exchange cheaper car.—Tel. Southampton 68855

1953 Oxford saloon, black, red leather, heater, one careful owner guaranteed; £535.—Campbell & Son, 62nd Ave. (C1037)

AZ MOTORS offer 1954, 15,000 miles, one owner, immaculate, £575/11—Falmerton Rd., N.W.5. Tel. Mai 4725. (C1011)

1956 Morris Oxford Estate car, delivery mileage only; exchanges, etc.—Autowork, Southgate St., Winchester. Tel. 4965. (C1010)

£395 1954 Morris Oxford de luxe saloon, only 2 owners, beautiful condition, outstanding value.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. (C2052)

1954 Morris Oxford 2 de luxe, H.M.V. radio, low mileage, 1954, 15,000 miles, one owner, immaculate, £575/11—Falmerton Rd., N.W.5. Tel. The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

1954 (July) Morris Oxford saloon, grey, £625.—Montrose Motors (N. H. Howell), 91-95, Epsom New Rd., Buxhurst Hill, Essex. Tel. 1171-2. (C3069)

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £525.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

1953 Morris Oxford saloon, grey, with red interior, one private owner, moderate mileage, good condition; £545.—Dixon's Garage, 134, West Putney, S.W.15. Putney 0396. (C1075)

1953 Morris Oxford saloon, one owner, heater, immaculate, guaranteed; £495.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mole 6109. (C3053)

1953 Morris Oxford saloon de luxe, black, red interior, carefully used, appearance as new; £445.—61 Woodcote Rd., Caversham, Tel. Reading 1757. (C5010)

1954 Morris Oxford Traveller's car, spare wheel unused, a veritable show piece; £585.—Conway Motors (Hove), Ltd., 107, Kinsal Road, Chelsea, Flaxman 7639 and Hove 30107. (C1105)

1952 Morris Oxford, one owner, heater, recorded mileage, 32,200, first-class bargain; £395, terms, exchanges.—Richards & Carr Ltd., 35, Kinnerton St., S.W.1. Blooms 624. (C3045)

1952 (October) Morris Oxford de luxe, grey, with red interior, heater, one owner, beautiful condition; £535.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

1953 (registered December, 1952) Morris Oxford saloon, grey with red upholstery, under 24,000 miles, one owner; £495, B.M.C. guarantee.—J. & Son, Ltd., Morden Rd., Wimbledon, S.W.19. Liberty 5221. (C2043)

545 gns.—Morris Oxford 1954 saloon, Clarendon grey, heater, one owner, moderate mileage, taxed, terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

1952 Morris Oxford saloon, low mileage, extremely good mechanically, and very nice appearance, fitted with heater, guaranteed; £475.—Coles Garage, Ltd., 42, Waple Rd., S.W.19. Wimbledon 0195; and 15-18, Castle Parade, Epsom 398. (C1054)

£475 exceptional mechanical condition, heater, excellent body and interior; many others.—Benmott, 1, Clarendon Rd., W.11. Park 5066-7 (50 yds Holland Park Tube). (C1017)

Morris Oxford Cars Wanted
GARDNER (C. HENDON), call buy your Morris Oxford.—Sunny Hill 3559 and 0300. (W2074)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube) N.W.3. Ham 6041. (W4015/R)

MORRIS ISIS

MORRIS Isis Traveller, works mileage, £325.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgraveia 8721. (C3006)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham 6041. (W4015/R)

MARLBOROUGH MOTOR Co. for your Morris. Tel. 584 8000, Seven Sisters Rd., Tottenham N.15. (W098/R)

CASH immediately for good Morris.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

Morris Spares and Service
MORRIS the official stockists, for spares, service and repairs.

TEL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-5. (W0917/R)

MORRIS genuine spares and special service in the West End.

K MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus 1932. (C1042/R)

SPECIALIST IN - ON - THAMES.—Morris agents and specialists for sales and service.

G W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston 2841. (W4003)

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Lay St., Ilford (Tel. Ilford 0961). (W4071)

DISMANTLING for spares nearly all models 1932/1940.—Ward's Motor Stores, Wallasey Tel. 4151. (W023/R)

R BARDY & SON, 53, Marylebone High St., W.1. R.—Experienced for many a century; complete overhauls and coachwork our speciality; exchange engine units; spare and accessories.—Well 1101 (W065/R)

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see American Cars. (W4015)

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Nash buyers Wembley 8691/3903. (W4015/R)

OLDSMOBILE

1954 Oldsmobile 55 convertible, 7,000 miles, fully equipped.—Joe Thompson (Motors), Ltd., 91-93, Fulham Rd., South Kensington, S.W.3. Kensington 4836. (C4068)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers—Wembley 8691/3903. (W4015/R)

LANCASHIRE, Cheshire and N. Ch. Walsley distributors for sales, service and spares.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18. (0813/R)

PRIDE & CLARKE, Ltd., Opel stockists; quotations c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. (S2068/R)

PACKARD

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars" (W4015)

£69—1934 Packard 7-seater limousine, with division, good condition.—Autosnipa, 5, Balham High Rd., Balham 1509. (C1009)

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

LEOARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (W4070/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95 Fulham Rd., S.W.3. Kensington 4836. (W4028)

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95 Fulham Rd., S.W.3. Kensington 4836. (W4028)

LEOARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (W4069/R)

PEUGEOT

1955 Peugeot 203 model saloon, had little use, low mileage; £550.—L.M.B. Motors, 142, Bournemouth Park Rd., Bournemouth. Tel. Boscombe 5267. (C5038)

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars" (W4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Plymouth buyers Wembley 8691/3903. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars" (W4015)

CASS'S MOTOR MART—1950 (Nov.) Pontiac 6 Cabriolet 2-door saloon, 1 h. h. unblemished; £725.—5, Warren St., W.1. Euston 4110. (C1040)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers Wembley 8691/3903. (W4015/R)

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, 775-781, Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4. (C1017)

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Ponson Works, London Rd., Isleworth, Middx. Hounslow 0011. (C2015)

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. (0629/R)

RACING CARS

COOPE'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Eimbridge 254) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (0821/R)

RAILTON

COACHCRAFT offer:—

£165—1939 Railton sports saloon, £600 overhaul by manufacturers last year when new engine was also fitted, bills available for all work executed; compare the value; A.A. or R.A.C. inspection invited; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6559. (C1053)

CASH immediately for good Railton.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

RAILTON required immediately.—G. Edwards, 118, Ansonby Lane, Harpenden, Herts. Harpenden 118. (W2000)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (W4021/R)

B. J. HUNTER, Ltd., offer:—

1955 Renault 750 saloon, fitted radio, heater, etc.; £525. (C2055)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

AUTOSALES (LONDON), Ltd., offer:—

1954 Renault 750cc saloon, small mileage, one owner, a specimen car; £485.—59-65, Belgrave Rd., N.W.6. M. 5555/2155. (19328)

1954 Renault 750 saloon, finished grey with red leather interior; £475. (C2040)

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774; Bottomgate, Blackburn 5084. (C3082)

1950 Renault 750 cc. green, immaculate, taxed, £255.—Foster Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (19101)

RENAULT

1954 (Nov.) Fregate 600cc heater and radio, low mileage; £800. (W4021/R)

L. THORNTON Health, 13, 3347. (C4043)

WELHAM'S RENAULT SALES & SERVICE (SURREY) Hill Rd., Surbiton. Eimbridge 1673. (C4068)

1955 Fregate demonstration special black 5,000; £520. (C2055)

1955 750 saloon de luxe, demonstration, sun roof, £550; another, black, loose covers, £355. (C4070)

1952-3 750 saloon de luxe, leather, roof rack, £480; 1,000 miles only. (C4070)

S & S 10,000, Renault 1955 750cc, carefully maintained, re-glazed metallic blue; £355. (C4090)

18 Leinster Ter., W.3. Pad. 6174. (C4090)

PERKINMAN CARS, Ltd., Renault Distributors and service agents, demonstrations willingly given. Great West Rd., Brentford. Middx. Ealing 5400. (C4041)

1939 40, in very fine condition, £225.—Jacquet, Ltd., 220-7, Hammermith Rd., W.6. Riverside 6675-8. (C4045)

295 gns.—Renault 760 1950 saloon, black, red leather, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

1955 Renault 750 de luxe saloon, 5,000 miles, heater, duo-tone interior, as new; £550.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3096)

Renault Cars Wanted

REALLY good Renault wanted.—Cobb, 10, Brynston Mansions, York St., W.1. (W4021/R)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd. Surbiton. Eimbridge 1673, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

RENAULT Spares and Service
DISMANTLING for spares 1937/9 12hp.—Ward's Motor Stores, Wallasey Tel. 4151. (W023/R)

GRENFELL, LAWRENCE, 2-10 City Rd., Cardiff. Renuau distributors.—East Glamorgan—spares and service.—Tel. 20551. (0911/R)

RILEY

1954 Riley 2½-litre Pathfinder saloon, heater, £1,000, green with beige upholstery; £950. (C1059)

CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6. Huber Green 1001. (C1059)

COACHCRAFT offer:—

£395—1949 (March) 1½ Riley saloon, one local owner, beautifully maintained example, new S.D.F. covers, new H.D. battery; A.A. or R.A.C. inspection invited; very superior example; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6559. (C1053)

BRAKE & PORTER, Ltd.

1955 Pathfinder saloon, black, green bucket seats, 5,500 miles, excellent; £1,145. (C1022)

CASTLEAU, S.W.15 (Hammersmith Bridge). Riv. 4444. (C1022)

H BEART & Co., Ltd., offer:—

1954 Riley 1½-litre saloons, choice of 2 excellent examples of these fine models at £665 and £825.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5544. (C1081)

J. JAMES (LONDON), Ltd., offer:—

1955 Pathfinder, maroon, beige upholstery, bucket seats, radio; £1,125. (C1022)

1955 Pathfinder, black, grey, upholstery, bucket seats, radio; £1,125. (C1022)

1955 Pathfinder, radio, 11,000 miles; £1,125. (C1022)

1954 1½-litre, blue, grey upholstery; 6,000 miles; £1,175. (C1022)

1954 1½-litre, green, low mileage; £915. (C1022)

1952 2½-litre, grey, radio, heater, 27,000 miles; £665. (C1022)

RILEY CARS, 55-56, Pall Mall, S.W.1. Trafalgar 7311. (C1022)

GORDON & GLYNN (the Riley Centre).

THE specialists who buy and sell pre-war Rileys only, offer:—

£175—Adephi 1½-litre saloon 1936. (C1022)

£175—Merlin 1½-litre, re sprayed. (C1022)

£145—Monaco 9hp saloon 1934. (C1022)

£145—Gamecock 9hp 2-seater. (C1022)

MANY others in stock, including Lynx and Monacos, all in excellent condition.

H P. terms, ¼ deposit and balance over 18 months on all our cars.

REPAIR Service for Rileys only.

GORDON & GLYNN, 79, Cadogan Lane, Sloane G. St., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8326. (C2075)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

LATE 1952 Riley 2½-litre sports saloon, R.M.F. series, British racing green with green leather upholstery, one-owner car in first-class order; £650. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 63007-8-9. (C1057)

MAYFAIR COUNTRY CARS offer a selection of Rileys in superb condition:—

1953 (June) R.M.E. 1½-litre saloon; £775. (C1057)

1953 (June) R.M.E. 2½ saloon, low mileage, one owner; £775. (C1057)

1952 1½-litre saloon, Motorola radio; £695. (C1057)

1950 2½-litre saloon, H.M.V. radio; £575. (C1057)

1949 2½ saloon, radio; £475. (C1057)

1947 (December) 2½-litre saloon; £425. (C1057)

EVERY car 3 months' written guarantee; any make of car taken in part payment; hire purchase facilities; free delivery England and Wales.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. (C3008)

1938 Riley Lang Kestrel, clean; £175.—J. L. Crammer, Ltd., Tel. Fiddlers Bar 2940. (C1068)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMCA

NEW Simca Aronde, Isle de France blue/red leather, heater, offered at special price, £775.—J. Davy, Ltd., 180-4, Kensington High St., W.8. W.8. 7151. (C1069/1)

1954 Simca saloon, 80 mph, 37 m.p.g. specially tuned, £655; all new models in stock.—Anthony Cook, Simca distributors, High St., Esher, Surrey, Tel. 4360. (C1068)

1954 (August) Simca Aronde, blue/red, one owner, special instrument panel, screen washers, heater, a quality continental car in excellent condition, £570.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7151. (C1069/2)

SEVERAL low-mileage mod. 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, one some 16 months' guarantee still applies.—Writ Flat (England), Ltd. Water Rd., Wembley Middx., Tel. 2616 5051 10665/R

1954 Simca Aronde, in superlative order and condition, works fitted radio, heater, loose covers, specially tuned engine giving 90 m.p.h. with 28.50 m.p.g., £625, terms, exchanges.—Corner Garage, Gordon St., Blackpool, Tel. 2653. Night, St. Anne's 05290. (C1069/3)

SINGER

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire Purchase specialists.

1952 Singer SM1500 saloon, an immaculate example maintained regardless of cost by previous owner, heater, low mileage, extremely fast, economical, £450s.

HIRE purchase terms on the spot with no references, no formalities, no guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) (C1069/4)

1947 Singer 9 Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout, £285.

138-142 High Rd., Tooting, S.W.17, Tel. 4484. (C1069/5)

CHIPPSTEAD MOTORS, Ltd., offer:—

100 mph actual ex-Brian Lewis Le Mans winner, 1,500cc: £235

CHIPPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0552/7253/7154. (C1069/6)

1951 Roadster, good condition and bargain at £275. London area.—Box 852. 1953 Singer Hunter saloon, silver with red interior, twin carb, heater and extras: £895.

PARKERS (MANCHESTER & BOLTON), Deansgate, Manchester, Des. 4567. (C1069/7)

1950 Singer 1500 saloon, first-class condition, exchanges, etc.—Autowork, Ltd., Southgate, London Rd., Darwen (774). (C1069/8)

1955 (March) Singer Hunter, grey/blue mileage, 4,000 only, £795. Holland Park Ave., 142, Holland Park Ave., W.11. Park 2626. (C1069/9)

CASS'S MOTOR MART.—1953 (Sept.) Singer SM1500 saloon, grey, heater, 12,000 miles, one owner, £550, written guarantee.—2, Warren St., W.1. Eue. 4110. (C1069/10)

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SINGER SM 1500 urgently wanted.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 6011-2. (W5098)

H. A. SAUNDERS require SM1500 saloons in part exchange for new Austin.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automotors, 100, South Gate Garage, Ferry Rd., Barnes, S.W.13. Riverside 625. (0754/R)

SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Car (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701. 10605/R

MANCHESTER, South Lancashire, North Cheshire. Specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Broadwate, Bolton (4080), and 178, Deansgate Manchester. (Deansgate 4057). (0740/R)

SPORTS CARS

ROWLAND SMITH'S for sports cars.

795s.—Austin-Healey 1955 super sports 2-seater, overdrive, radio, heater, loose covers, badge bar, tonneau cover, one owner, small mileage.

745s.—Triumph TR2 1955 super sports 2-seater, heater, telescopic steering, one owner, exceptional condition.

695s.—M.G. Midget 1955 TF 1500 2-seater, radio, loose covers, for lamp badge bar, tonneau cover, one owner, small mileage.

475s.—Austin-Healey 1955 super sports 2-seater, leather radio, heater, screen washers, small mileage.

375s.—M.G. Midget 1949 TC 2-seater, luggage carrier

365s.—Lancia Aprilia 1939 2 1/2-litre Farina sports convertible, blue and silver, P.V.C. hood, independent suspension

325s.—Healey like 1948 2 1/2-litre streamlined sports 2-seater, ivory, red leather, terms, exchanges, list open 7 days and Saturdays.—Rowland Smith Hamstead (Hamstead Tube), Hamstead 6041. (C10618)

MORAN 4 1/2 2-seater 1947, heater, really exceptional condition, outstanding value, £295.—Richards & Carr, Ltd., 35, Kintners St., S.W.1. Sloane 8424. (C10619)

SPORTS CARS

B. & O. MOTORS offer:—

£180.—Singer 9 1953 open roadster sports 4-seater, spotless red cellulose, identical in appearance to post-war models.

£125.—M.O. 12 L-type open 4-seater, choice of two.

£130.—M.O. 8hp open 4-seater, green.

£95.—M.G. 12 open 2-seater and choice of 3 4-seaters.

£100.—S.S. 12 open sports 4-seater, black.

£115.—Wolseley Hornet 13 Daytona 2 1/2-st.; another 295.

£135.—Singer 9 Le Mans 4-seater, cream.

£125.—Singer 9 Le Mans open 4-seaters; choice 5.

MANY many others, easy terms, etc.—B. & O. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. (C1019)

PERFORMANCE CARS, Ltd., select from their stock of over 250 cars:—

1947 Alfa-Romeo 2500 sports saloon, blue; £545.

1934 Alfa-Romeo 1750 s/c Castagna saloon; £155.

ALLARD—see page 31.

ALVIE—see page 31.

1936 Austin 9hp Nippy 2-seater, £155; 1938 Austin 10hp saloon, specimen, £225; 1949 Austin A40 sports tourer, £445; 1950 Austin Silverline saloon, radio, heater, black, £445; 1950 Austin A30 convertible, £345.

BANTLEY—see page 35.

1955 Buckler 90, 1,172cc unit, all mods., £355; 1949 Citroen Light 15 de luxe saloon, radio, £375; 1937 Daimler 17hp saloon, specimen, £275; 1926 Daimler 6 limousine, one titled owner, all original, £125.

1934 Delage D2 2 1/2-seater drop head coupe, black/grey; £355.

FIAT—see page 37.

1954 Ford Consul, radio, heater, £395; 1949 Ford Pilot saloon, radio, heater, many extras, £295; 1950 Ford Zephyr 6, one owner, low mileage, £695.

HALL—see page 29.

1949 Humber Super Snipe saloon, £295; 1949 Humber Super Snipe saloon, grey, £255.

JAGUAR—see page 42.

LAGONDA—see page 43.

1955 Lotus Mark VIII, 1,098cc Ford unit, aero-dynamic body, £775.

1937 Morgan 4 1/2 sports 2-seater; £175.

MORGAN—see page 44.

1934 Ralston 29hp 4-seater tourer, black; £185.

RENAULT—see page 45.

RILEY—see page 46.

ROLLS-ROYCE—see page 48.

1951 Sunbeam-Talbot Mark II convertible coupe, black, one owner; £715.

IMMEDIATE H.P. and part exchange; cars and motor cycles taken in part exchange; showrooms open from 9 a.m. to 7 p.m. week-days and Saturdays; 11 a.m.-4.30 p.m. Sundays and illuminated at night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middlesex, Tel. 6641, Riley 14/4 2-seater, £325; Alfa-Romeo unsupercharged 1,750 Castagna four-door drop head coupe, £225; Alfa-Romeo 2 1/2-litre 6-cyl. four-door cabriolet, £175; Aston Martin 1 1/2-litre Le Mans S/C 2 1/2-seater, £285; Aston Martin 4 1/2-litre saloon, £135; Borgward 1,500 Isabella saloon, as new, £365; 1951 Daimler 2-seater, £295; Jaguar 2 1/2-litre 4-seater, £641; Riley 14/4 2-seater, £115; 1938 Triumph 14/60 4-door saloon, £165; terms, exchanges; we will be open on Christmas Eve and Boxing Day.—J. Water, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2090. (C1045)

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CASH immediately for good sports cars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G. Riley, Sunbeam-Talbot, Morgan, etc., please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 525-6, Harrow Rd., Wembley, Middx. Wembley 6052-9. (W3014)

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. (0753/R)

STANDARD 8

HPG 1954 Standard 8, one owner, spotless black, blue interior, heater, like new, £400; terms, exchanges.—Richards Park Garage, Ltd., Bentley Rd., Highgate Park, London, N.4. Larkwood 7208, Sunday 2081. (C1068)

H. A. SAUNDERS, Ltd., of Worcester.

1955 Standard 8 super de luxe model, blue, fitted extra 600 miles, £550.

AUSTIN House, Castle St., Worcester, Tel. 2368. (C4005)

£225.—1948 Standard 8 coupe, cream, loose covers; bargain.

HAVESTOCK GARAGE, 90, Haverstock Hill, N.W.3. Gulliver 2422. (C1068)

STANDARD 8

1955 Standard 8, heater, grey, £445.—F. L. Cranmore, Ltd., Tel. Fotters Bar 2040. (C1068)

1954 Standard Eight saloon, de luxe model with heater, low mileage only; £475. Please see for full list of 100 new and used cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

PRIDE & CLARKE, Ltd.—1955 Standard 8 saloon, 6,000 miles, £449; 1954, heater, £398.—Shorewell Rd., S.W.9. Brixton 6251. (C3068)

£489.—1955 Standard 8 saloon, beautiful spotless condition, only one owner, irreplaceable bargain.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase, £21-423, High Rd., Finchley (East Finchley Underpass), Finchley 6222. (C2052)

1955 Standard 8 saloon, in blue with red interior upholstery, in excellent condition throughout; choice of 2 from £435, deposit £148.

McLAREN & COX, Ltd., 945, High Rd., North Finchley, N.12. Tel. Hillside 0560 & 6306-7-8. (C3065)

STANDARD 8 de luxe, in grey with red upholstery, one owner, 5,600 miles, 2 cars supplied by us, £525.—K. J. Motors, Ltd., Bromley, Ravensbourne 5456. (1955)

1939 Standard 8 2-door saloon, recon. engine, very clean and sound throughout, £335.—Kings Motors, 1, High St., Hounslow, Tel. 3552. (C2049)

1955 (Ma-ch) Standard 8, mileage 8,000, £425, twin mirrors, perfect; £425.—Bruce France, 8, Cromwell Mews South Kensington, Tel. 0513. (C2396)

R.A.C. Rally winning conversion, see our advert, under Standard 10, new and used cars available with or without conversion; demonstration; h.p. terms, part exchanges.

ALEXANDER ENGINEERING Co. Ltd. Haddenham Bucks. Tel. 345. (C1094)

1955 Standard 8 family saloon, works motor, £219. List price.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C5096)

£219.—Standard 8 tourer, 4,000 miles, 40 m.p.g., specimen, engine overhauled, 40 m.p.g. h.p. and exchanges.—Hamstead Cars, 176, Finchley Rd., N.W.3. Hamstead 921. (C2041)

1954 Standard 8 de luxe saloon, black, one owner, as new; 3 months' guarantee; £485.—Lidy St., North Side, Wandsworth Common, S.W.19. Vandyke 1166. (C1984)

1955 (April) Standard 8 de luxe, black/red hide, one owner, 5,000 miles, wing mirror, spare unused, an opportunity to acquire an new car at a substantial saving; £499.—J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 7181. (C1069/11)

395s.—Standard 8 1954 saloon, radiator grille, hub caps, overriders, excellent condition; taxed, choice of 3 terms, exchanges; list open 7-7 week-days and Saturdays.—Rowlands & Co., Hamstead (Hamstead Tube), Hamstead 6041. (C10618)

OUR famous Twin carburetor conversion which includes fully air flowed cylinder head and modified exhaust manifold and silencer; new Standard cars in stock; also we have in stock trip speedometers for Standard 10.—George Boyle (Sports Cars), Ltd., Parkgate Rd., Great Mollington, Nr. Chester. Tel. Mollington 553/4. (S111)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

STANDARD 9

£99!!!—Standard 9 4-door saloon, excellent condition really outstanding value, very clean inside and out, taxed, as new; £235.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase, £21-423, High Rd., Finchley (East Finchley Underpass), Finchley 6222. (C2052)

STANDARD 10

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Standard 10, grey with blue upholstery, heater, loose covers, spot lamp, list price wing mirror, Underseated, mileage 9,500, one owner, excellent condition, £555.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3049)

RUSSELL MOTORS offer:—

1955 Standard 10, 10,000 miles, one owner, heater, leather, £565.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

CMJ CAR SALES (Fri. 6623), offer:—

1955 Standard 10, grey, blue upholstery, 4,000 miles, one owner, taxed, as new; list on application.

THREE months' guarantee; terms; list on application. —Swiss Cottage Fitchley Rd., N.W.3. (C1051)

1954 Standard 10 saloon, finished black, red upholstery, one owner, low mileage, immaculate condition throughout; £550, maximum h.p. terms available. (C1001)

1955 Standard 10 saloon, extra, as new, £595, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1956 Standard 10 Companion estate car, grey with red, 2,700 miles, as new.—Box 837. (S312)

1955 Standard 10, grey, blue interior de luxe, fitted radio, heater, seat covers, etc., 6,000 miles, full warranty, £550.—Haskins, Ladbroke 1153. (C3027)

R.A.C. Rally winning conversion, as used on works entered cars and fully works approved, now available on 8 and 10s; stock of new and used cars with or without conversion usually available; send for data, demonstrations; h.p. terms, part exchange.

ALEXANDER ENGINEERING Co. Ltd. Haddenham Bucks. Tel. 345.

545s.—Standard 10 1955 saloon, heater, one owner, 4,000 miles, spare unused; taxed; terms, exchanges; list open 7-7 week-days and Saturdays; or without conversion usually available; send for data, demonstrations; h.p. terms, part exchange.

Hamstead 6041. (C10618)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

OUR famous Twin carburettor conversion which includes fully air flowed cylinder head and modified exhaust manifold and silencer; new Standard car in stock; also we have in stock trip speedometer for Standard 10.—George Boyle (Sports Cars), Ltd., Parkgate Rd., Great Moulton, Nr. Chester. Tel. Great Moulton 355/4. (C1912)

LOW mileage bus wanted urgently, cash writing.

ALEXANDER ENGINEERING CO. Ltd., Haddenham, Bucks. Tel. 245. (W1094)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

STANDARD 12

1946 Standard 12 de luxe saloon, black in leather, immaculate, just tyres, battery, excellent. £245.—Aldrich 4648. (C1943)
125 cins.—Standard Flying 12 1957 de luxe saloon, sliding head leather, pannights, good condition; terms, exchanges; list open 9-7 week-days.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead. (C4018)

STANDARD 11 Cars Wanted

POST-WAR Standard 12 saloon wanted privately.—Write Hogg, 257, Bath Rd., Hounslow, Middlesex. (C1925)

STANDARD 14

AZ MOTORS offer 1948 14, excellent condition; £265/11—100, Palmerston Rd., N.W.5. Tel. Mal. 4723. (C1011)

STANDARD VANGUARD

H BEART & Co., Ltd., offer:—

1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £450; 102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. (C1012)

COMPTON & FULLER Ltd., offer:—

1954 model Standard Vanguard Phase II, black and green, one owner, immaculate and as new, £545.—Ode-A Parade, Eilers Rd. Beckenham, Bec 3570. (C1910)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1949 Standard Vanguard saloon, grey; £345.—Male Motors Ltd. Tel. 7771 (4 lines). (C2077)
£485/11—1953 Vanguard saloon de luxe, only one owner, immaculate, chrome 2. (C1911)

£455/11—1950-1 Vanguard 4-door estate vehicle, immaculate, carefully used by late owner, speedometer records 13,000. (C1911)

£375/11—1950 Vanguard saloon de luxe, only two owners, a real beauty.

LAMBS OF WOOD GREEN, Established 1897, 100 guaranteed cars; exchange, hire purchase, —421-425, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C2052)

1949 Vanguard saloon, guaranteed; £290.—Oldfield, 350, Kensington High St., W.14. Wes. 4041. (C1910)

1952 Standard Vanguard, blue, heater, low mileage, excellent; £475.

JOHN WILSON AUTOMOTORS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4660. (C1905)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 431-2-3, offer:—

1951 Standard Vanguard saloon, finished black, heater, excellent condition throughout; £425, maximum h.p. terms available. (C1911)

1952 Vanguard saloon, black, heater, one owner, 16,000 miles only; £465.

1954 Vanguard saloon, black, heater, low mileage, immaculate; £595.—Brent Cross Garage, Hendon Way, N.W.4, Speedwell 1196. (C1097)

1951 Vanguard, heater, radio, comet blue, immaculate, guaranteed; £350.—Campbell & Symonds, Perivale 4456. (C1077)

1955 Vanguard Phase II saloon, negligible mileage.—Oldfield, Marcus, Ltd., 35, Sloane Sq., Tel. Belgravia 3721. (C3006)

1952 Vanguard, one owner, reconditioned, leather heater; £475.—Campbell & Symonds, Wembley 6292. (C1077)

1949 (July) Standard Vanguard saloon, black, radio and heater, beautiful condition, 4 nearly new tyres; £355.

ELITE MOTORS (TOOTING), Ltd., 951/961, Garratt Lane, Tooting, S.W.17, Balham 1200 (20 lines). (C2005)

1951 (December) Vanguard saloon, dark metallic green, with lawn interior, excellent condition; £365.—Below.

1952 (October) Phase I saloon, grey with grey interior, heater, one owner since new.—Robbins, East Putney, Tel. 7881. (C3010)

1955 Vanguard saloon, every extra, 3,000 miles, cost £1,000 new; £765.—Manfield Autos, Ltd., 48, Filary St., London, W.1, Euston 2587. (C3001)

1952 Standard Vanguard saloon, radio, heater, unmarked; £465.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3195. (C3096/R)

1954 Standard Vanguard, radio, heater, extra, extras, immaculate; £595.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3195. (C3096/R)

1951 Vanguard saloon, black, heater, excellent condition; £395; exchanges, terms.—Palmer, 8, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968. (C3034)

1954 Vanguard saloon, one careful owner, over drive, radio, heater, dual colour, black with beige, whitewall tyres; £585.—L. P. Dove, Ltd., 69, Brookway Wembley S.W.19, Liberty 3456. (C1077)

1952 (May) overdrive Vanguard, 12,000 miles, heater, one owner, immaculate, in black; £455. Terms, exchanges.—Richards & Carr, Ltd., 15, Kinnerton St., S.W.1, Sloane 5424. (C3043)

1953 Standard Vanguard saloon, dual colour green, heater, in really excellent condition; £505.—John Whalley, Ltd., London Rd., Bishop's Cleeve, Tel. 181-183. (C4051)

1954 Vanguard estate car, grey, red leather interior, fitted heater, 6,000 miles only, guaranteed; £745.—R. & Currie & Co., Ltd., 105, Westbourne Grove W.2, Mayfair 0085. (C1065)

STANDARD VANGUARD

325 cins.—Standard Vanguard 1950 station wagon, fold-down rear seating, sliding windows, rear entrance, excellent condition, used, terms, exchanges.—Rowland Smith, beater. (C1912)

445 cins.—Standard Vanguard, December, 1952, saloon, leather, heater, one owner, excellent condition, used, terms, exchanges.—Rowland Smith, beater. (C1912)

325 cins.—Standard Vanguard, Nov. 1949, saloon, summer, grey, V-type, very good condition, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. (C4018)

TANKARD & SMITH, Ltd., offer 1953 Standard Vanguard saloon, blue/red, one owner, excellent condition throughout; £465, 3 months' written guarantee.—144-146, Kings Rd., Chelsea, S.W.3, Fiammas 4001. (C4015)

1951 (July) Standard Vanguard saloon, black/red leather, 27,527 miles, heater, radio, a genuine low-mileage and popular car at an attractive figure; £390.—J. Davy, Ltd., 190-4, Kensington High St., W.8, Western 7181. (C1068)

14000 miles only, 1952 Standard Vanguard saloon, grey, red upholstery, £495, terms and exchanges.—D. F. Wyatt, Ltd., 21-23, Portico Green Rd., West Hampstead, London, N.W.6, Hampstead 6986. (C4094)

STANDARD Vanguard saloon 1953, pale blue, red leather interior, fitted master extra including heater, overdrive, windscreen wash, etc., 15,000 miles, indistinguishable from new; £550 or near offer.—Sherriff, 312, Loughness Rd., Leicester, Tel. 67707. (C1004)

£395.—Standard Vanguard 1949, one owner, heater, excellent mechanical and body condition, chassis 1950 & 1951, many others.—Bennett, 1, Clarendon Rd., Holland Park, London, W.1, Park 5086-7 (50 Yds, Holland Park Tube). Exchanges, h.p. (C1017)

1951 Vanguard, two owners, in Comet blue with red leather, fitted overdrive, press-button radio, heater, seat covers, Marchal fog and spot lamps, screen wipers, cigarette lighter, etc., a smart well-maintained car; £450.—F. Skinner, Bathurst, Harvey, Tel. 76. (C2999)

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), W.3 Ham. 6041. (W4018/R)

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard.—Hampstead (Tube) N.W.3 Ham. 6041. (W4018/R)

MAYSON MOTOR CO. Ltd., for your Standard, N.15 Tel. Sta 6000—Seven Sisters Rd., Tottenham. (C1018/R)

Standard Spares and Service

LARGE stocks of Standard spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., London, E.1. (C1059/R)

KJ MOTORS, Ltd.—Spares, reconditioned units, Gilling, Radiomobile agents.—Bromley, Ravensbourne 5456. (C1067)

STANDARD LING for spares nearly all models 1932-1950.—Wards Motor Stores, Wallasey, Tel. 4151. (C1059/R)

STANDARD spares for all models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd. Stockport (Tel. 4464); and Prince's Drive Colwyn Bay, Tel. 124. (C1059/R)

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reconditioning.—Futlocks, Ltd. (8 W. Surrey Distributors), Alexandra Terrace, Guildford 5391, 10265/R

LANKESTER ENO. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston, K.11 516. (C1059/R)

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. (C3030/R)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Gilling and Bendix stockists.—31A, Regents Park Rd., Church End, Finchley Finchley 5908-9. (C0002/R)

STUDEBAKER

1952 Studebaker, heater, perfect condition.

SCOTT CARS, 541-547, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. (C4016)

1952 Studebaker Champion saloon, radio and heater, 20,000 miles.—Below.

STUDEBAKER 90/1 r.h.s. convertible, radio and heater, overdrive, two-tone colour; £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5, Kensington 4558. (C4028)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers, Wembley 6991/3903. (W4015/R)

STUDEBAKER Champion, essential low mileage. Urgent.—H. Steinmann, 91, Old Rd., Oxford, Tel. 6696. (C3507)

Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 30, Parsons Mead, West Croydon, Surrey, Croydon 1966. (C0765/R)

SUNBEAM

TOM GARNER, Ltd., offer:—

1956 series Sunbeam Mark III saloon, blue/grey, heater, overdrive, 2,000 miles only; £1,245.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Tel. Blackfriars 2265-7. (C0028)

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Sunbeam Mark III convertible coupe, overdrive, black, red upholstery, heater, 17,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

1955 Sunbeam Mark III saloon, genuine 11,000 miles, one owner, Ripe condition; £1,065.

RIFCO, Ltd. (Sunbeam) purchases 16, Albany Rd., Mayfair, London, W.1 Hyde Park 2958-5-6. (C3052)

SUNBEAM ALPINE

1954 (first registered 1953) Sunbeam Alpine roadster, ivory with red upholstery, radio and heater, 11,000 miles; £935. (C3043)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

1955 Sunbeam Alpine roadster, overdrive, radio, heater, twin spots, tonneau and loose covers, Turbo discs, etc., immaculate and maintained regardless of cost; £895.—Morley, 54, Streatham Hill, S.W.2 Tel. Tulse Hill 4488. (C3018)

1954 (August) Sunbeam Alpine sports, grey/red hide, two owners (relatives), 10,355 miles, two for lamps, w/s sprays, wire mirrors, Ace Sun-bellishers; £745.—J. Davy, Ltd., 190-4, Kensington High St., W.8, Western 7181. (C1068)

R OSE & YOUNG, Ltd., offer:—1954 Sunbeam Alpine sports, fitted H.M.V. radio, heater, 12m speakers, whitewall tyres, leopard skin loose covers, new counter, special horn, an immaculate low-mileage, one-owner car, ivory; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. (C3057)

SUNBEAM-TALBOT

WM 1951 Sunbeam-Talbot saloon, black, heater, radio, mileage 50,000, superb condition; £455.—Webbeck Motors, Ltd., 107, Crawford St., London, W.1 (Near Baker St. Station.) Webbeck 1139. (C4049)

DICKS 1952 Sunbeam-Talbot 90 saloon, unrepeatable at £375.

DICKS CAR SALES Ltd., 385-401, E. High Rd., Kilburn, Maida Vale 6988-9. (C1072)

CHARLES FOLLETT, Ltd., offer:—

1954 Sunbeam Convertible, metallic grey, red leather, heater, fog and spot amp, one owner, supplied new by us; £845, 5 months guarantee, H.P. and part exchange facilities.

1953 Sunbeam-Talbot Mk. 11A 90 saloon, blue, heater, speedo reading 15,000 miles, exchange, £775, 3 months guarantee, H.P. or part exchange facilities.

SHOWROOMS: 18, Berkeley St., W.1 Mayfair 6266.

SERVICE: Works and Stores—Barnside Yard, off E. High Ave. W.9 Cunningham 5956. (C2010)

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark 11A saloon, gun metal, grey, with red upholstery, heater, 10,000 miles only; £795. (C1910)

1954 Sunbeam-Talbot 90 Mark 11A convertible coupe, cream/red upholstery, 19,000 miles; £945.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1 Mayfair 9761. (C4045)

CEIPSTEAD MOTORS Ltd., offer:—

1954 saloon, ice blue/red, heater, reputed mileage 18,500 only; £795.

CEIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3, Fiammas 0052/7253/7154. (C1046)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fitted radio heater, windscreen washers, parking light, wire mirrors, overdrive, whitewall tyres, excellent condition; £575.

1951 (October) Sunbeam-Talbot 90 drop head coupe, one owner, fitted heater (last December), 16,000 miles only; £575.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 804-5. (C2034)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Sunbeam-Talbot 90; £445.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1948 Sunbeam-Talbot 10 4-seater, sports, gun metal, in really superb condition; £565.

PARADE MOTORS (MITCHELL), Ltd., 607, Monarch Parade, Mitchem, Tel. Mitchem 5952. (C3036)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 431-2-3, offer:—

1953 Sunbeam-Talbot 90 convertible, finished blue, radio, excellent condition throughout; £655, maximum h.p. terms available.

1950-51 Sunbeam-Talbot Mark II saloon, finished blue, radio, heater, excellent condition throughout; £465, maximum h.p. terms available.

1949 Sunbeam-Talbot 90 saloon, excellent condition; £445.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6129. (C2098)

PRIDE & CLARKE, Ltd.—1952 Sunbeam-Talbot 90 coupe, low mileage, radio, heater, one owner; £498.—Stockwell Rd., S.W.9, Brixton 6251. (C3066)

1952 Sunbeam-Talbot 90 43,000 miles, blue, heater, heater used condition; £545.—John Trigg, Ltd. Egham 2255. (C4066)

M K 11A saloon, fitted heater, radio, loose covers, maintained by us since new; £515.—R. P. Funnell, Bushy Heath, Herts. Tel. 1605. (C4017)

1940 Sunbeam-Talbot, 2-litre sports saloon, a good specimen of this very rare car; £265.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. (C4071)

1951 (Series) Sunbeam-Talbot 90 saloon Mk. II, grey, grey leather, heater, radio, all new tyres, seat covers (used, one careful owner and in really good condition); £515.

ALTWOOD GARAGE, Altwood Rd. Maidenhead, Tel. Littlewick Green 5076. (C1107)

295 cins.—Sunbeam-Talbot 10 1940 model sports saloon, sliding head leather, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1950 Sunbeam-Talbot 90 sports saloon, black, heater, fitted with Dunlop tubelike tyres, green engine, guaranteed; £425.—Palmer, 8, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968. (C3034)

1954 series saloon, Mark 11A, high compression engine, grey, red leather, heater, screen wipers, whitewall tyres, 11,000 miles, exceptional throughout; £845.—Davies Motors, 273, London Rd., Staines, Tel. 4211-5. (C1060)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1953 (August) Sunbeam-Talbot 90 convertible light blue, good white walled tyres, heater, high speed aluminium cylinder head, rev. counter, ludge bar, screen washers and wing mirrors, unmarked, reasonable at £675.—Tel. Museum 4426 (day-time), Paddington 7963 (evening). [1955]

Sunbeam-Talbot Cars Wanted

R ROOTS.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars
BIRMINGHAM—Lower Temple St. (Central 8411).
MANCHESTER—129, Deansgate (Blackfriars 6677).
MALDEN—(Malden 3535).
CANTERBURY—(Canterbury 3232).
ROCHESTER—(Chatham 2231).
WROTHAM Heath.—(Borough Green 4.)

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube) N.W.3 Ham 6041.
RICHARDS & CARR, Ltd. buy Sunbeam-Talbots.—25, Kinnerton St. S.W.1 Sloane 5424. [W3045]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd. S.W.15. Vandyke 1012. [0996/R]
LARGE stocks new and second-hand Talbot spares. 1929-36. Inclusive of 5 month mechanical guarantee, terms to suit and exchange.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055]
CARNS AUTO offer.—

TRIUMPH

£395 o.n.o.—1952/3 Mayflower saloon, black with red leather, heater, very well kept example. A.A. or R.A.C. inspection invited; 5 month mechanical guarantee, terms to suit and exchange.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055]
CARNS AUTO offer.—

1951 Triumph Renown saloon, a really first-class car, finished in black with brown leather fitted overdrive and heater, £565.—Standard House, Southend, Croydon, Surrey. Croydon 0266/6083. [C1102]

B. J. HUNTER, Ltd., offer:—
TR2 1954 (Oct.) sports 2-seater, beautifully maintained, country car; £695.
TR2 1954 sports 2-seater, fitted special upholstery; £675.

HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. [C2040]
GLANFIELD LAWRENCE offer:—

1953 Mayflower, immaculate throughout, grey, one fastidious lady owner; offered at £525. 407, High Rd., N. Hants. [C2955]
CHARLES POLLETT, Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, dark green, beige hide, heater, speedo reading, 17,000 miles, one owner, 3 months guarantee, H.P. and part exchange facilities; £575.
SHOWROOMS: 18, Berkeley St., W.1 Mayfair 6266.

SERVICE: Works and Stores—Barnsley Yard, off Selgin Ave., W.3, Cunningham 5536. [C2010]
CHIFFEAD MOTORS, Ltd., offer:—

TR2 1955 hard top, wire wheels, telecontrols, flame thrown, white/red, one owner; £750.
1948 Triumph 1600 Roadster, brown/red, in outstanding condition, new hood, engine just reconditioned, etc. £395.

CHIFFEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7233/7154. [C1046/1]

SEYMOUR & CLEMENTS, Ltd., offer:—
1400 miles.—1954 TR2, white, pale blue upholstery, overdrive, etc.; unmarked, most attractive bargain.—56, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

TRIUMPH Mayflower 1952, blue leather, 25,000 miles, one owner; £425.—Box 851. [19540]

£495 (11)—1951 Triumph Renown de luxe saloon, beautiful condition, choice 2.—Below
£485 (11)—1951 Triumph Mayflower saloon, only one owner, small mileage, outstanding condition.

LAMBS OF WOOD GREEN, Established 1897, 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd. Finchley (East Finchley Underground). Finchley 6222. [C2052]

1951 Triumph Renown saloon, overdrive, radio, heater, unmarked, guaranteed.
1953 Triumph Mayflower saloon, heater, almost unmarked, guaranteed; £495.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053]

1952 Triumph Mayflower, black/red, heater, radio, 27,500 miles; £495.—Salmons Garage, Ltd., Temple Bar 3535. [C4029]

1953 Mayflower green, heater, Ace Rumbellishers, one careful user, guaranteed; £495.—Campbell Symonds, Wembley 4242. [C1037]

1950 Triumph Renown saloon, heater, 44,000 miles, £395.—Vandervella, 215, Faversham Hill, N.W.5. Primrose 4441. [C4067]

AZ MOTORS offer 1950 Renown really perfect; one examination; £395/11.—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011]

TRIUMPH

1954 (June) Triumph TR2 with extras, one careful owner, never used, genuinely wonderful condition; £675.—Guaranteed.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43344. [C3024]

1952 Mayflower, black, fitted heater, low mileage, one owner; £425.—S. Bowen & Son, Hilsdale Garage, Edgware, Tel. Edgware 4464. [C1023]

ROCKE SIMONS & Co., Ltd.—1953 Triumph Mayflower saloon, grey/grey, one owner, immaculate; £495.—93, Gt. Portland St., W.1. Lan. 1343. [C4013]

BRUTONS—1954 TR2, 1 h.d., B.T.G., 20,000 miles, one owner, overdrive, heater, long-range head lamps, twin fog, superb order; £675.—Below.

BRUTONS—1951 Renown 2,000 saloon, green, one owner, only 25,000 miles, heater, hide interior in beige, original condition, magnificent order, taxed; £475.—363, Fulham Rd., S.W.10. Tel. Flaxman 2032 and 2617. [C1104]

1948 Triumph 1800 razor-edge saloon, black/beige leather, radio, heater, etc., excellent car; £515.—61, Woodcote Rd., Caversham. Tel. Reading 71727. [C1104]

1951 Renown, really immaculate one-owner example, low mileage, heater, virtually unmarked; £445, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1951 (December) Triumph Renown, black with lawn upholstery, nominal mileage; £465.—Black Smith, 23 Bruton Place, W.1. Mayfair 0661-2. [C4082]

745 ens.—Triumph TR2 1955 super sports 2-seater, heater, telecontrol, steering, one owner, exceptional, taxed, terms, exchanges.—Rowland Smith, Hampstead (Hamstead Tube). [C4018]

445 ens.—Triumph Mayflower 1952 saloon, comet blue, leather, heater, screen washers, one owner, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hamstead Tube). [C4018]

425 ens.—Triumph 2000 late 1949 Roadster coupe, black red leather, loose covers, screen washers, carefully used, taxed; choice of 3 Roadsters; terms, exchanges, list upon request, weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). [C4018]

1951 Triumph Mayflower, blk/red hide, htr., superb cond. throughout; £525, exchanges.—Naynor & Root, Ltd., 25, East Hill, S.W.15 (few minutes Chiswick Junction), Bat. 2232. [C3022]

1952 Renown in grey with radio, heater, loose covers, and whitewall tyres, a one-owner car supplied and maintained by us in excellent all-round condition; £395.—K. J. Motors, Ltd., Bromley, Sevenoaks 154. [C1059]

1952 (July) Triumph Renown, in gunmetal grey with red leather interior, fitted radio, heater and many extras, the cheapest Renown offered, immaculate one ownership condition; £485, terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 28536. Night—St. Anne's 0520. [C1059]

COUSE & VOTU, Ltd., offer: 1954 Triumph TR2 R sports, fitted wire wheels, heater, overdrive, adjustable steering, leather upholstery, special side screens, etc., exceptional condition; £675.—65-69, St. John's Ave., Stratham Hill, S.W.2 (one minute Stratham Hill Station) Tulse Hill 6464. [C3057]

1955 (October) Triumph TR2, red/biscuit Vuide, htr., heater, occasional seat in rear, wing mirrors, Ace number plates, spare unused, very desirable low mileage sports car, as new condition; only few weeks old; £525.—J. Davy Car Hire, Ltd., 180/4, Kensington High St., W.8. Western 1181. [C1069]

Triumph Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Triumph.—Hamstead (Tube) N.W.3 Ham 6041. [W4018/R]

B. J. HUNTER, Ltd.
FOR your immediate purchase of your Triumph TR2
J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

H. BARTLEY will pay more for good TR2 Triumph—1954, 1955, W.11. [W1015]
REALLY good Triumph Roadster wanted.—Cobb, 10, Bryanston Mansions, York St., W.1. [W1066]

PRIVATE buyer, London area, requires good, reasonably priced TR2, preferably red.—Box 873. [19505]

MARSTON MOTORS Co. Ltd., for your Triumph N.15 Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [1012 R]

CASH immediately for good Triumph.—H. F. Edwards, 26-34, Upper High St., Epsom, Surrey. Tel. Epsom 3611. [19201]

TR2 wanted, immediate cash from the htr. specialist.—Details and prices to Jones Garage, Syston, Leics. Syston 6657. [18752]

TRIUMPH Spares and Service
TEL. Lankester Engineering Co., Ltd., 39-43 Edgware St., Kingston-on-Thames. Kingston 3151-6. [0918/R]

BASIL ROY, Ltd., Triumph spares stockists, pre-war mod. v.s.—161, Great Portland St., London, W.1. Lan. 735. [10143/R]

DISMANTLING for spares nearly all mod. v.s. 1952/1940.—Wards Motor Stores, Wallasey, Tel. 4151. [1952/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 5. Tel. 28439. [1032/R]

TRIUMPH spares for all post-war models; larger provincial stockists.—Hollinger & Co. Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 55.2). [10555/R]

UTILITY CARS

CAR MART, Ltd.
1953 Fordson 7-seater estate car, reconditioned engine, green with brown upholstery; £395.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6500. [C1039]

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam, Commer.
SEPTEMBER, 1955, Bedford Dormobile, 2,000 miles only fitted quarter lights, condition as new; £695.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5054. [C3030]

UTILITY CARS

ROWLAND SMITH'S for utility cars.
565 ens.—Hillman Husky, July 1955, golden sand, heater, paslight, fold-flush rear seating, one owner, 4,700 miles, practically new.—Rowland Smith, below. [C3024]

495 ens.—Commer 1954 model Phase VII Estate car, fold-flush rear seating, one owner, exceptional.—Rowland Smith, below.

325 ens.—Standard Vanguard 1950 station wagon, fold-flush rear seating, sliding windows, rear entrance, excellent condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). [C4018]

1951 Standard Vanguard Estate Car, radio, heater, etc., one titled owner; £485.
1950 Hillman Minx Estate Car, excellent throughout, £465; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horthsey, Mountview 5226 & 5774. [C4054]
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1951 Hillman utility; £350.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

WEST LONDON MOTOR MART, Ealing 64.
FORD 8-7 utilities; choice of 20 from £100.

MORRIS 10hp utilities/pick-ups from £100.
HILLMAN 10hp utilities/pick-up from £100.
AUBURN 10hp utilities/pick-ups from £100.

A STANDARD 12 utilities/pick-ups from £100.
MOBILE 1-ton Stanhay crane (Fordson Major).
FORDSON Major dumpers; prices on application.

3 MONTHS' written guarantee; immediate insurance arranged, hire purchase, terms and part exchanges. [C3041]

BUNTINGS MOTOR EXCHANGE for Utilities, all makes Bradford specialists, list on request.—Bontriss Lane, Harrow. Tel. 6225-6. [0621/R]

1955 Bedford Dormobile, grey, 7,500 miles; £595.
Staines, Tel. 4211-5. [C1080]

1949 Bedford 12, utility guarantee; £260.—Oldfield, 366, Kensington High St., W.14. Wes. 6651. [C3029]

DORMOBILE (Morris) 1954 (July), ivory colour, one owner, 7,000 miles, large luggage rack, immaculate; £500, terms, exchange.—Fri. 6159, 10, Winchester Mews, N.W.3. [19104]

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motokorris (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [C3018]

1953 Standard Vanguard estate car, grey, one owner, 32,000 miles; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 5066/7-8-9. [C1076]

AZ MOTORS offer 1951 Vanguard utility, 2-colour, magnificent condition; £225/11. Also 1950 Bedford, excellent order; £250/11.—100, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011]

1956 Morris Oxford Estate car, works mileage; also 1955 Austin A49 utility, guaranteed, term, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1953 supplied and serviced by us since new, excellent condition throughout; 3 months' guarantee; terms, exchanges.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

300 Miles only!!! 1955/6 (just registered) Austin A40 Countryman, fitted with heater and overdrive, current price over £500; unique opportunity at £695.—Northern Motors of Harrow, 186-194, Pinner Rd. Harrow 4444. [19167]

1954 radiator blind, fog and spot light, town and country tyres, car is immaculate, cost new £1,100; for sale £650.—Ashdene Car Sales, Hurst Green 344 (Sussex). [C3054]

1952 A40 Countryman estate car, one owner, £455, also '46 Hillman estate car; £275; '53 Ford Scott van, pass seat, trafficators, window panels and wood grained, one owner, £225; guaranteed, exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5965. [C3054]

Utility Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Utilities.—Hamstead (Tube) N.W.3 Ham 6041. [W4018/R]

BEDEFORD Dormobile by Martin Walter wanted; see Motokorris (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [W3018]

BOYS always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station) Euston 2700 and 5994. [W3059]

VAUXHALL 10

RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.

1938 Vauxhall 10 4-door saloon, the condition of this car is well above average and must be seen to be appreciated, coachwork unmarked, mechanical sound.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6. Maida Vale 6944 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

£189—1938/9 Vauxhall 10 de luxe, excellent condition.—C. S. (Batham) Ltd., 8, Batham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024]

VAUXHALL 12

1947-8 Vauxhall 12 saloon; £295.—Montrose Motors, (N. H. Boverton) 91-92, Ryeing New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3038]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1947 Vauxhall 14 saloon, finished black with matching upholstery, equipped heater; £295. **BOTTOMGATE MOTORS, Ltd.**, Bolton Rd., Darwen, 774 Bottomgate, Blackburn 5084. (C3098)

VAUXHALL WYVERN

DICKS, 1952 Vauxhall E series saloon, highly economical; £325. **DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kiburn, Maida Vale 6088-9. (C1072)

WARRICK WRIGHT, Ltd., offer:—
1954 Vauxhall Wyvern saloon, green/green upholstery, heater, 14,000 miles; £625. **WARRICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. (C4045)

1953 Vauxhall Wyvern, heater, immaculate, bargain; £515. **SCOTT CAR, Ltd.**, 347, Finchley Rd., London, N.W.3, Tel. Hampstead 7775/8676. (C4016)

SIMMONS MOTORS (WIMBLEY), Ltd., English car Sales Division offer:—
1950 Vauxhall Wyvern; £395—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1954 (model) Vauxhall Wyvern, one owner; £350. **A. Owen (Hendon), Ltd.**, The Hyde, Hendon, N.W.9, Tel. Colindale 3185. (C3052)

1953 Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £275. **Campbell Symonds, Farnley** 4840. (C1037)

1955 as new; £635—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3185. (C3096)

1954 Wyvern, grey with red upholstery, an immaculate one-owner car supplied and maintained by us; £510—K.G. Motors, Ltd., Bromley, Ravensbourne 3456. (C3557)

1951 (chrome) Vauxhall Wyvern 4-door sal., fully chromatic grey, disc interior, heater, careful owner, beautiful condition; £335—consider part-exchange;—14, Bulkington Ave., Worthing 1839. (C4027)

1950 Vauxhall Wyvern, heater, etc., genuine bargain; £310—G.P. (Bathurst), Ltd., 2c, Bathurst Hill, S.W.12 (100 yards Clapham South Tube). (C4024)

£425 H.L.1950 Vauxhall Wyvern de luxe saloon, only one owner, has maintained this perfectly, bodywork like brand new, interior spotless, the best we have had, since 1951 in mint condition. **LAMB OF WOOD GREEN** (established 1897)—100 L guaranteed cars, exchanges, hire purchase—421, 423, High Rd., Finchley (East Finchley Underground). Farnley 6222. (C3058)

1952 Vauxhall Wyvern, one owner, low mileage £575; hire purchase and part exchanges welcomed—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C3035)

1950 Vauxhall Wyvern, grey with tan interior, exceptionally good condition throughout; £355—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11, Speedwell 6692. (C2019)

£545 Vauxhall Wyvern 1953 series 4-dr. saloon, superb original condition throughout, heater, one owner, many others—Benmors, 1 Clarendon Rd., W.11, Park 5066/7 (50 yds. Holland Park Tube). (C1017)

595 gens—Vauxhall Wyvern 1954 saloon, metallic-chrome green, heater, exceptional, heater, exchanges; last, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

VAUXHALL VELOX

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—
1954 Vauxhall Velox, black with brown upholstery, heater, wind-up washer, very nice condition; £660. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3042)

ALAN & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481-2-3, offer:—
1954 Vauxhall Velox, finished black, heater, one owner, immaculate condition throughout; £595, maximum h.p. terms available. (C4079)

1951 Vauxhall Velox, finished green, brakes re-lined, immaculate condition throughout; £595, maximum h.p. terms available. (C1001)

1949 Vauxhall Velox, £365; 3 months' guarantee, terms and exchange. **JACK WILLIAMS MOTORS, Ltd.**, 160, Priory Rd., Hornsey, Moutview 5228 & 5774. (C4054)

1955 Velox, black, 7,000, £670—265, Bassett Ave., Tel. Southamton 6951. (C3042)

£595—Vauxhall Velox 1953/4, radio, heater, low mileage, one owner, as new. **VINTAGE AUTOS, Ltd.**, 105, Queensway, W.2, Tel. Bayswater 5028 and 6530. (C4079)

1954 Vauxhall Velox, black with red interior, heater, wing mirrors, written guarantee; £685. **J. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3, Ham. 2234. (C1025)

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloon, radio, heater, £595; 1953, heater, £550; 1950, radio, £560—Stockwell Rd., S.W.9, Brixton 6251. (C3068)

1956 Vauxhall Velox saloon, works mileage, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1954 Vauxhall Velox, low mileage, radio, heater, leather covers, etc.; £615—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 3185. (C3096)

1950 Velox, black with red leather, fitted heater, in very good shape, average condition, fitted extra tyres; £425—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. (C3555)

1949 Vauxhall Velox, green/brown leather radio, heater, one owner, excellent condition; £590—Madden Motors, 311, Trinity Rd., Wandsworth Common S.W.18, Tel. Battersea 5573 and 7979. (C3000)

1953 Vauxhall Velox saloon, one owner, kept in splendid condition, seat covers, heater and radio, £550. Please ask for full list of 100 new and used. **FERRARIS OF CHICKLEWOOD, Ltd.**, 270-280, Chicklewood Broadway, N.W.2, Gladsdale 2254. (C3008)

VAUXHALL VELOX

1951 Vauxhall Velox L.P. model saloon, black/red leather, radio, heater, link mata, etc., engine under 5,000 miles, literally new condition; £415. **—61, Woodcote Rd., Caversham, Tel. Reading 77577. (C3098)**

VELOX 1954 (July), carefully driven and maintained by engineer owner, 11,000 miles, heater, sea covers, screenwash, unmarked; £600; terms, exchange;—10, Winchester Mews, N.W.3, Pri. 6159. (C1019)

VAUXHALL CRESTA

TOM GARNER, Ltd., offer:—
1955 Vauxhall Cresta saloon, pewter grey, heater, radio, loose covers, many extras; 4,000 miles; £685. **TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, (C2060)

1955 Cresta, maroon and white, radio, sunroof, serviced by us £760—Campbell Symonds, Farnley 4556. (C1037)

PRIDE & CLARKE, Ltd.—1955 Vauxhall Cresta saloon, 4,000 miles, heater; £760—237, Brixton Hill, S.W.2, Tel. 3664-5. (C3068)

1955 model Cresta, grey and white, unblemished one owner, radio, guaranteed; £750—Campbell Symonds, Wembley 6262. (C1037/1)

1955 model Vauxhall Cresta, 3-tone cream and blue with blue interior to match, low mileage, one owner from new, latest; £795—Linton Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7352. (C3097)

VAUXHALL MISCELLANEOUS

S. SHAW & KILBURN, Ltd., for Vauxhalls.
It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1, Grosvenor 4328. (C1018/R)

GRAHAM BROTHERS "Autorama" for "quality tested" look for Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-855, Chester Rd., Stratford (Trafford 3511). (C2083/R)

Vauxhall Miscellaneous Cars Wanted

R. ROWLAND SMITH's, the car buyers—Highest cash prices for Vauxhalls—Hampstead (Tube), N.W.3, Ham 041. (W4016/R)

S. SHAW & KILBURN, Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1, Grosvenor 4328. (C1018/R)

G. N. Ltd. (Vauxhall main dealers).
HAVE you a post-war Vauxhall for sale? Contact G.N. Ltd. 278 Balham High Rd., S.W.17, Tel. Balham 1055. (C2037)

PRIVATELY owned Vauxhall—2/143, Stratford High Rd., Tulse Hill 2768. (C4018)

Vauxhall cars, post-war models, urgently required—Golly's Garage, Ltd., Earls Court Rd., W.5, Farnley 6373. (C4079/R)

CASH immediately for good Vauxhall—R. F. Edwards, 29-34, Upper High St., Epsom, Surrey, Tel. Epsom 5611. (W2001)

URGENTLY required, post- and pre-war Vauxhalls—cash immediately—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-469, Edwards Rd., London, W.2, Call, write or tel. Paddington 0022. (W2052/R)

C.A.O.

CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD re-assembly, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc. exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—**BEDFORD House**, 380-388, London Rd., Croydon, Tel. Thornton Heath 3776 (14 lines). (C2050/R)

DISMANTLING for spare parts nearly all models 1952/1940—Wards Motor Stores, Wallasey, Tel. 151. (C034/R)

VAUXHALLS—Reconditioned service units available from stock for D.X., D.Y., H.I., J., J.O.V., Velox, Wyvern P.C.L. models; gear boxes, suspension units, steering gears, differentials, rear axle axles, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc.; enquire invited. **TRIANON Aerodrome Rd., London N.W.4 Hendon 7905-8. (C094/R)**

VETERAN CARS

WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 Veterans. (C4070)

VOLKSWAGEN

C. COLBORNE GARAGE, Ltd., Ripley, Surrey.
THE Volkswagen Centre.

THE original U.K. specialists and leading distributors in and out of our genuine spares and specialised service, coachbuilding, coil-spring, new, used and reconditioned cars—Tel. Ripley 2561. (C375/R)

RICHARDS & CARR, Ltd., are always best value
1955 de luxe saloon, 9,300 miles, black, virtually new condition; £615. (C4018)

1954 (July) roll top saloon, radio, screenwashers, one owner, black, virtually new condition; £615—35, Kinnerton St., S.W.1, Brompton 5494. (C3045)

1954 de luxe saloon, regularly maintained, loose covers; £550. **1954** Volkswagen van, one owner, regularly maintained; £495—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. (C1090)

VOLKSWAGEN

1955 Volkswagen de luxe saloon, one owner, like new throughout; £625; exchanges, deferred terms. **JOHN A. TRUBSCOTT, Ltd.**, 173, Westbourne Grove, W.11, Bayswater 4274. (C4038)

1953 Volkswagen, very low mileage, immaculate condition; £465—Hilford Motor Co., Ltd., 559-560, High Rd., Hilford, Hilford 2551. (C3074)

B. KRASINSKI MOTORS, Ltd., offer: 1955 Volkswagen de luxe saloon, 9,000 miles, excellent condition; £615—Chase Rd., Epsom 5696-7. (C1090)

V&F MONACO MOTORS, Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and repair of Volkswagen cars. **MONACO MOTORS**—1954 de luxe saloon, 14,500 miles, immaculate and specimen car; £595. (C1090)

V&F MONACO MOTORS—1954 de luxe saloon, 23,000 miles, spotless, metallic bronze, very good condition throughout; £575. (C1090)

V&F MONACO MOTORS—1951 de luxe saloon, green, one owner since new, maintained throughout by us and late property of German resident in U.K.; £450. (C1090)

V&F MONACO MOTORS—1947 standard saloon, black, l.h.d., engine just reconditioned by us; £375. (C1090)

V&F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Farnley 4414. (C3057)

VW sports cars, new second-hand, or you can have your own converted; cruise at 100 mph, while doing 55 mpg; only suppliers—West Essex Engineering Co., Ltd., Abridge, Theydon Bois 2077. (C014/R)

1955 Volkswagen standard model, spotless, 14,000 miles, R.A.C. claim, invited; £525; exchanges; h.p.—11, Perryemead, Prestwich, Manchester. Tel. Prestwich 2057. (C2042)

LONDON'S cheapest Volkswagen, 1954, October, saloon, heater, 15,000 miles, one owner, equal to new throughout; 3 months' guarantee; £435—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3048. (C3031)

ROSE & YOUNG, Ltd., offer: 1954 Volkswagen de luxe saloon, unmarked, chauffeur driven, satin bronze; £565—45-69, Sterndale Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (C3057)

Volkswagen Cars Wanted

THE Volkswagen Centre require good Volkswagen cars, 1945-1955, and mopeds.
C. COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2561. (C0060/R)

RICHARDS & CARR, Ltd., buy Volkswagen—35, Kinnerton St., S.W.1, Brompton 5494. (W3045)

V&F MONACO MOTORS—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Farnley 4414. (C3057)

Volkswagen Spares and Service

C. COLBORNE GARAGE, Ltd., Ripley, Surrey.
GENUINE Volkswagen spares, 24-hour postal service; technical service available—Tel. Ripley 2561. (C0060/R)

EUROPEAN CARS, Ltd., Volkswagen Distributors.
NOW offer increased service facilities in their newly extended workshop.
REPAIRS and repairs on Volkswagen by factory trained mechanics.
LARGE new spare parts stores fully stocked. (C3057)

129 Old Brompton Rd., S.W.7, Farnley 7722. (C4036/R)

MOONS MOTORS, Ltd., at their Davies Street (Mayfair, Tel. 2561) and Dorset House (Weilbeck 7960) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (C055/R)

V&F MONACO MOTORS—Service and repairs by factory trained mechanics; spares, reconditioned engines, conversions, to r.h.d., all V.W. accessories stocked. (C0295/R)

WOLSELEY

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—
1949 Wolseley 6/30 saloon, black with brown leather upholstery, heater, good condition; £575. (C3044)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3044)

EUSTACE WATKINS, Ltd., the sole London distributor
4000 miles—1955 Wolseley 6/30 saloon, black with maroon, immaculate condition; £775. **DECEMBER, 1954**, 10,000 miles, Wolseley 4/44; £445; several others available. (C4046)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1, London Rd., Croydon, Tel. Croydon Heath 4283, or 12, Chelsea Manor St., S.W.3, Farnham 6181. (C4046)

CAR MARK, Ltd.
1954 Wolseley 6/30 saloon, heater, grey with red upholstery; £595. **CAR MARK, Ltd.**, 240, Euston Rd., London, N.W.1, Euston 1212. (C1039)

H. HEART & Co., Ltd., offer:—
1955 (May) Wolseley 6/30 saloon, genuine 7,000 miles, excellent value; £595. **1955** model Wolseley 4/44 saloon, genuine 5,000 miles as new throughout; £775. (C4046)

1954 November 1953 (metallic green with green upholstery) a beautifully maintained car in superb condition throughout, offered with B.M.C. guarantee at £605—102, London Rd., and High St., Kingston-on-Thames, Kingston 3541. (C1081)

1951 Wolseley 6/30, heater, in perfect condition throughout; £550. **SCOTT CAR, Ltd.**, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7977/8676. (C4018/1)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

WARWICK WRIGHT Ltd. offer:-

1955 Wolseley 4/44 saloon, grey/red upholstery, heater, 7,000 miles; £795.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1
 Marbury 971. [C4045]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:-
1953 Wolseley 4/44 saloon de luxe, heater, wind-screen washers, fog lamp; £635.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034]

£365!!!—1948 Wolseley 14 de luxe saloon, in mint condition throughout.—Below.
£299!!!—1946 Wolseley 14 de luxe saloon, choice also 1490 saloon.—Below.

LAMBS OF WOOD GREEN (Established 1897); 100 guarantees; car, exchange, hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground/Finchley 6222). [C2056]

1952 Wolseley 6/80 saloon, gunmetal with grey leather, heater and various extras; £495.—**PARKERS (MANCHESTER & BOLTON), Ltd.**, Bradshawgate, Bolton 4090. [C3062]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Englin & Co. Sales Division offer:-
1946 Wolseley 14; £295.—355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

BEARTS OF KINGSTON—Wolseley distributors—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [C0835/R]

1954 Wolseley 4/44 saloon, first class, exchange, etc.—Autowork, Ltd., Southgate St., Wokingham. Tel. 4905. [C1010]

1939 Wolseley 14 saloon, black, nice condition throughout.—226-Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

1948 Wolseley 14 saloon, guaranteed; £245.—Oldfield, 596, Kennington High St., W.14. Wes. 6681. [C3042]

1953 Wolseley 6/80 saloon, grey, excellent condition, 24,000 miles; £500.—Salmons Garages, Ltd., Temple Bar 3358. [C4029]

1954 Wolseley 4/44, low mileage, de luxe radio, immaculate; £775.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3195. [C3096]

1948 Wolseley 4-door saloon, guaranteed; £355, exchange, terms.—Palmer, 3, Russell Gardens Mews Kensington, W.14. Park 9704 & 5968. [C3034]

WOLSELEY

1954 model Wolseley 4/44, green, 9,700 miles, extras include 14 V. radio, as new throughout; £695.—Copeland, "Carroz", Cygnet Hill, High Wycombe. [9503]

560 miles.—Unblemished and indistinguishable from new, Oct. 1955 Wolseley 4/44 saloon, Connaught grey leather heater, fog lamp, wind washers, wing mirrors Ace Rimbellishers, etc.; £825.—Rowland Smith.—Below.

295 gns.—Wolseley 1946 de luxe saloon, sliding head, leather heater, pass light, excellent condition; terms, exchanges.—Rowland Smith.—Below.

245 gns.—Wolseley 18 1946 de luxe saloon, sliding head, leather heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Wolseley Cars Wanted

R **ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

JACK ROSE, Ltd., require Wolseley 4/44 cars.—31 Stafford Rd., Wallington, Surrey. Wall 6677 and Burgh Heath 2376. [W3056]

R **AMSA MOTORS, Ltd.**, 242/245, High St. Barnet 5240.—Spares, 1987 onwards; sales and repairs. [U707/R]

DISMANTLING for spares nearly all models—1932/1940.—Warda Motor Stores, Wallasey, Tel. 4151. [C0035/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [C0523]

EUSTACE WATKINS, Ltd., Chelms Manor St., S.W.3 (Flaxman 8161) for Wolseley service, complete overhauls, coachwork and reconditioned engines. [C277/R]

R **HARDY & SON, 55, Marylebone High St., W.1.** Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Ham. 1101. [C317/R]

MISCELLANEOUS CARS

R **OBIDIN, 185, Upper Richmond Rd., Putney**, always sell good cars; send for list; established 34 years. [C3010/R]

MISCELLANEOUS CARS

RAYMOND WAY, the hire purchase specialists; 500 cars available mostly under £400; 6 months' written guarantee on post-war cars, 3 months on pre-war cars.

RAYMOND WAY can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance 36 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. 6 days a week.—Raymond Way, Kilburn, N.W.6. Maiden Vale 6044. [C023/R]

TRAYNOR MOTORS OF EAST HAM offer quality cars at winter bargain prices, and several part exchange snips from £50 to £120; over 30 to choose from, many new cars available.—Grange Road 2350/5834. [C4032]

Miscellaneous Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

I **f you wish to sell your car for cash write**, phone or call **GEORGE NEWMAN & Co.**, 369—Euston Rd., London, N.W.1 Euston 4466. [W2023/R]

C **ASH for cars**—Smith & Co., Chalk Farm Rd., N.W.1. Gul. 2767. [C0284/R]

MOTOR HEARSE

H **EARSE** and handies from stock; brochures available call **SAUNDERS (COACHBUILDERS), Ltd.**, A Station Approach, Kew Gardens Richmond 1161. [C1108]

MOTOR SCOOTERS

C **OMERFORDS** for Motor Scooters. Distributors for Lambretta, Bells, Brixton, Scooterette, Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5551 (all lines). [C0779/R]

TAXICABS

L **ONDON taxicabs for sale**, 1935 model.—Apply Goode & Cooper, Ltd., 17, Melbourne Square, London, S.W.9. [3964]

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

ROY'S AUTOMOBILES, Ltd., offer the following plain vans:-
1950 Bradford 8/10cwt plain black van, condition and performance without question, really excellent, good tyres, one owner, taxed; £150 or £38 deposit.

1952 Ford 4 plain blue van, fitted with front bench seat for 2 heater, tools and sundries, tyres fitted, reconditioned engine, many extras, one owner, taxed, immaculate appearance, amazing performance; £225 or £45 deposit.

1952 Ford 10 plain green van, reconditioned engine, outstanding appearance and performance; £225 or £45 deposit.

M **ANY others from £150**—Tel. or call, 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. Trade enquiries welcomed. [C3059]

1952 Reliant 10cwt van, condition as new, minimal mileage; £135, B.P. terms.—5, Summerland Oms., Muswell Hill, N.16. Tudor 8073, Fitzroy 0295. [C2095]

1955 Morris 10cwt J type van, 4,000 miles, taxed, in primer; £390.—Blitchley Motors, Tel. Blitchley 2. [9136]

1954 Morris Minor 4-ton van, maker's beige; £365 o.n.o.; heater fitted.—26, Trinity, Ipswich. [1930]

B **UTONS—Thames 5cwt van, works mileage, many extras.—365, Fulham Rd., S.W.10. Flaxman 2617/2032. [C1104]**

1954 Volkswagen van, one-owner, regularly maintained; £400.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. [C1030]

BUNTINGS MOTOR EXCHANGE for light commercials; all makes, Bradford specialists; list on request.—Bonnerdale Lane, Harrow, Tel. 6223-6. [C0294/R]

1953 Thames 5cwt van, window panels, pass. seat; £310.—Bishop's Storeford, Tel. 301. [C0948/R]

1954 Morris D.L.I. 1-ton van, 8,000 miles, guaranteed. £255, exchange, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1954 Morris Minor 4-ton van, green, one very careful owner; £350, B.M.C. guarantee.—Jarvis & Sons, Ltd., Morden Rd., Wimbledon, S.W.19. Liberty 6221. [C2043]

145 gns.—Fordson 1943 5cwt van, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C401]

1953 owner, immaculate condition; £265.—Automobile and Aircraft Services, Ltd., 608, Kenton Rd., Kenton, Harrow, Wex. 7605. [C1008]

WEST LONDON MOTOR MART—All types of ex-ambulance, tractors, dumpers, pick-ups, mobile cranes, trawlers up to 43 tons capacity; dealers in all Trojan vehicles.—West London Motor Mart, Ealing Rd., Brentford, Middx. Balins 8842. [C3041]

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NEW & USED CARAVANS, TRAILERS, ETC.

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S **PECIALISTS** in high-class caravans for long periods; keen rates quoted; immediate delivery all areas United Kingdom; distance no objection. [C0163/R]

N **EWVIR Rd., Cardiff**, Tel. Cardiff 5551. [C0163/R]

M **ODERN touring caravan fleet 2 to 5 berths**, to rent rates.—Vannamster, 20, Onear Rd., Great Dunmow, Tel. 7. [4697]

G **OOD class caravans for holiday hire, stationary or mobile**, brochures, free, retained.—Martins Caravan Co., Ltd., Countess Weir, Exeter. [C0334/R]

H **IGH-CLASS mobile caravan hire fleet, latest models, specialised service**—Pudlow Caravans, West End Rd., Bishop's Cleeve, Tel. 301. [C0948/R]

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C **AR makers approve Witter towing brackets**—Witter, 134, Foregate St., Chester. 4 [C0570/R]

T **OWING brackets, over 100 designs from stock**—B Dixon-Bate, Ltd., Chester. Tel. 24034 [C0576/R]

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W **ORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all caravan parts; write for lists**—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [C0095/R]

H **OLDER ORAISELEY caravans, chassis axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship**—The Holder Chassis Co., 845, Wolverhampton Rd., Heath Town, Wolverhampton. [C0441/R]

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A.C.

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ALFA-ROMEO

S **MORRIS & Co., sole London distributors**, 40, Conduit St., W.1. Regent 0428, 6 lines. [C0194/R]

T **HOMPSON & TAYLOR (BROOKLANDS), Ltd.**, sole concessionaires United Kingdom.—Fortsmead Rd., Cobham 2848-9. [C0826/R]

ALLARD

A **L** **LARDS MOTORS, Ltd.**—Main distributors for all Models, Spares and Service.—Acce Lane, Brixton, S.W.2 Brixton 6451. [C0442/R]

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G **A** **L** **T OF GLASGOW**, Scottish distributors, can offer Alvis TC 21/100 saloon, subject to being unsold, reserve your new Alvis now; contact us at once. [C0731/R]

JAMES H. GALT, Ltd., 53, Woodlands Rd., Glasgow, C.3 Tel. Douglas 7598. [C0731/R]

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NEW CARS FOR SALE

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ARNOLD G. WILSON, Ltd., Alvis distributors.
CAN offer immediate delivery of an Alvis TC 21 100 saloon, in black with maroon upholstery.—232, Harrgate Rd., Leeds 7. Tel. 44751/3. (N250)
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TRADE supplied.
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CLARKE'S OF PIRBRIGHT for the Sapphire: 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201. (N4048)

PASSE & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. (N4003/R)

WALTER SCOTT, Ltd.—Sapphire from stock, early delivery new models.—59, College Crest, Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. (N4006)

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. (N4057/R)

PASSE & JOYCE, Ltd., England's largest distributors for the new expert Armstrong Siddeley Sapphire.—194-198, Old Portland St., London, W.1. Museum 1301. (N4011/R)

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NEW Armstrong Siddeley Sapphire, duo-green, fawn leather, pre-selector, pre-Budget price, £1,581/10. Parts Service Garage, Armstrong Siddeley Agents, 144, London Rd., Kingston-on-Thames. Kingston 1185. (N4010)

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PART exchanges welcomed, cars or motor cycles.

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KDM & CHERINGTON, Ltd.—Delivery enquiries invited from 4, Albemarle St., W.1. Grosvenor, 5651. (N3047/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers; part exchanges.—74-76, Broadway, Bexleyheath. Tel. 1666. (N4047/R)

SPRINGFIELD GARAGES, Ltd., direct agents, import and delivery, East—5576-7, Evesingdon, Southgate, N.14. (N4072/R)

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MANN, ROBERT & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. Norwich 20481. (N4025)

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N.W.3. Primrose 6159.

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A30 stock A30's, 4-door, exchanges welcomed, hire purchase a/c settled.—Remingtons, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yds. Holland Park Tube). (N1017)

PRINCE CAR, Ltd., Austin dealers, invite enquiries for immediate delivery of A30, A40, A50, A60 and all other models.—94, North Side, Wandsworth Common, N.W.18. Vandyke 1166. (N4054)

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IMMEDIATE delivery new Austin Princess limousine, pre-Budget price.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Temple Bar 3334). (N1027/R)

IMMEDIATE delivery new Austin A40 Countryman heater; pre-Budget price.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Temple Bar 3334). (N1027/R)

IMMEDIATE delivery Austin A50 de luxe saloon, Austin A50 de luxe saloon, Austin A30 2- or 4-door saloons.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Tel. 6108. (N4051)

AUSTIN A30 2-door saloon, green, list price, £508/17; Austin A30 4-door saloon, black, £558/17.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 317. (N1063)

BEST LONDON MOTORS offer you a selection of new 2-door and 4-door Austin A30 saloons, and new A40 and A50 Cambridge saloons for immediate delivery, all facilities.—205-206, Fulham Palace Rd., W.6. Ful. 0063. (N3951)

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SERVICE Stations: Cheetham Hill Rd., Manchester, 2. Tel. 184. (N4058/R)

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office: 2, Burlington Ct., Old Bond St., London, W.1. Tel. Regent 8622. (N1036)

R. F. FOX & Co., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with overhauls, coachwork, Rolls-Royce specialists since 1906.—Hirson Bros. Ltd., Huddersfield 1070 (10 lines). (N429/R)

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SOLE BMW concessionaires in Great Britain; orders can now be placed for the new right-hand drive type 324 and 507 models.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N4015)

B.M.W. ISETTA

V&F MONACO MOTORS—Immediate delivery demonstrations, information.
V&F MONACO MOTORS, 6, Ashwood Mews, Courtyard Rd., S.W.7. (near Kew) 1947/R

RUDDS OF WORTHING for demonstrations in the S.W. South, quick deliveries; part exchanges.—Adjacent Central Station, Worthing 7775-4. (N4022/R)

FORDEN & FALCKE, B.M.W. Isotta dealers, demonstrations.—28, Old Brompton Rd., Knightsbridge 1254. (N4053/R)

SOLE B.M.W. Isotta concessionaires in Great Britain. All sales enquiries will receive our immediate attention. Illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N4015)

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RAYMOND WAY
GREAT BRITAIN'S largest Bond Minicar distributors, immediate delivery of all models on payment of 10 days, your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance; illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N4015)

ROWLAND SMITH'S for Bond Minicar.
IMMEDIATE delivery 3-seater and family models.
PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6011. (N4018)

WE value cars in part exchange.—Performance Cars, Great West Rd., Brentford, Middlesex. Ealing 6541. (N3041)

PRIDE & CLARKE, Ltd., Bond Minicar distributors, all models and colours in stock; one-third deposit—197, Stockwell Rd., London, S.W.9. (N4058/R)

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METCALFE & MUNDY, Ltd.
SOLE concessionaires for all Borgward cars.
PASSENGER cars with optional automatic drive; also Express microbus with direct fuel injection; full range of commercial vehicles, diesel and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.3. Pre. 5471/0180-7. (N3966)

BORGWARD Hansa sole distributors for Herts and Beds; Isabella 1500 demonstration saloon available; early deliveries; trade enquiries invited.—28-30, High Town Rd., Luton, Beds. Tel. Luton 9954-5. (N0956/R)

C. L. & H. L. BUNDLE, Ltd., Chris Church Rd., Frodoes, Tel. 2728. (N4049)

JACK BOND, of Vintage Autos, offer all demonstration models in stock. Immediate delivery.
VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Leytonway 5029 and 5350. (N4079)

BURNS STUART GARAGE, Ayr 3338—Sole distributors Edinburgh and South of Scotland, Isabella 1500 demonstration on car available—quick delivery (N4040/R)

NEW Borgward Isabella saloons and station wagons. Choice of colours, demonstrations; exchanges welcomed; terms.—Pride & Clarke, Ltd., area dealers, 158, Great West Rd., S.W.9. Epsom 3501. (N4005/R)

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models; spares and service.—F. Palmer & Sons, Ltd., Horley, Surrey. Tel. 12. (N4018/R)

CARR'S MOTORS—Sole distributors Lancs & Cheshire; enquiries invited, full service; demonstration cars available.—Carr's Motors, Hardman St., Liverpool 1. Tel. Royal 3141 (5 lines). (N4079)

REVIS CAR SALES, Ltd., New Rd., Southampton. Tel. 22354, sole distributors for Herts, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; early delivery. (N4064/R)

E&T county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited.—223, Leytonway, E.11. Tel. Leytonway 5277 and 4351. (N4053/R)

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TAYLOR & CRAWLEY, trade distributors for London, W.1 (part), London, S.W.1, and the five counties of Middlesex and Buckinghamshire; every help available to the trade; after sales service, -42a, South Audley St. (entrance Adams Row), W.1. (Crosstowner 6621.)

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GALT OF GLASGOW, distributors for Scotland for sales, spares and service, -52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7596. (0752/R)
FRIDAY, in the Western Counties, new and used models, service and spares; advantageous delivery new cars; sole distributors—Charles Cruickshank Motors, The Centre, Bristol, Tel. 25299. (0351/R)

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A LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted.
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A LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted.
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BRITISH & COLONIAL MOTORS, Ltd., 15-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube Sta.), W.D.2 Temple Bar 3598. Distributors for London and Home Counties. (N1027/R)

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NEW Chrysler Plymouth V8 and 6-cylinder saloons available choice of colours and specification. Exchange terms, -52-56, Balise Rd., N.W.6. Mal. 9555-2155. (0954/R)

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THE revolutionary type D819 for which the world has been waiting.
ORDER now from the enthusiastic specialists, where service counts before sales.
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GALT OF GLASGOW, distributors for Glasgow and West Scotland have the latest Citroen cars available for early delivery; contact the Citroen enthusiasts for sales and genuine service—James H. Chisholm, 52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7596. (0752/R)

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DENHAMS for Daimler.
ALL models available for demonstration.—Tel. Esher 2001.
PORTSMOUTH Rd., Esher Surrey. (N1100/R)
ROWLAND SMITH'S for Daimler.
PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.22. Hampstead 6041. (N4018/R)
C. SMITH MOTORS OF DULWICH for Daimler, -285, Ryve Lane, S.E.15. New Cross 6767. (0524/R)
D. ORKIN MOTORS CO., Ltd., distributors, Daimler, Daimler specialists, -20, Dorking. (N1086/R)
SIDNEY MARCUS, Ltd., for your new Daimler accredited agents; first-class after service, -35, Piccadilly, S.W.1. (N3006/R)
HAMMERSMITH and Chiswick.—Daimler official agents; immediate delivery some models; full service facilities.—Rogers Garage, 22, Chiswick Rd., W.4. Chiswick 6780. (N3054/R)

D.K.W.
SOLE DKW concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex, Hounslow 001. (N2015/R)
CONDEKLASSE saloon demonstrator available at S. Roads of Worthing; distance no object; part exchanges arranged; terms; quick delivery with choice of colour.—Adjoint Central Station, Worthing 7773-4. (0693/R)

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SEE and try the Fiat range of cars; orders accepted for cash.
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RUDDS OF WORTHING for demonstrations, quick delivery, adjacent Central Station.—Tel. 7773-4. (0693/R)

FIAT 600 and 1100 saloons (pre-Budget prices)—Smith's Motors, Dovercourt, Tel. Harwich 701. (9830/R)

C. V. RUSHMER AUTOMOBILES, Official Agents, demonstrations and deliveries, -45, Holland Park Mews, W.11. Park 5731. (N3061/R)

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T. P. BREEN, Ltd.—The new Fiat 600 available for demonstration; early delivery, all models.—High Rd., Whetstone, N.22. Hillside 7741. (0980/R)

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HAMPSTEAD, N.W.3.—Immediate delivery Fiat 600; terms, exchanges.—Northways Garage, Fiat Agents, Finchley Rd., bris Cottage N.W.3. Primrose 1127. (N3026/R)

MAYFAIR GARAGES, Ltd., accredited West-End Fiat stockists for all models; highest allowance for any make in exchange; catalogue on request.—Balderton St. (opp. Selfridges clock), W.1. Mayfair 5104-5. (N3008/R)

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BLUE STAR GARAGES, Esher; Fiat distributors, demonstration cars available.—Esher 7309. (N3086/R)

COME and drive the fantastic Fiat 600 and Millecento, we tell you the cars in the past exchange.—Performance Cars, Distributors, for West London and Middlesex, Great West Rd., Brentford, Middx. Ealing 5941. (N3041/R)

COX'S MOTORS (LEICESTER), Ltd., have in stock all Fiat models, 600, 1100, 1400 and 1900 saloons; immediate delivery; any part exchange accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319-20023. (N1059/R)

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W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (N3042/R)

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloons.
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THE FARM GARAGE, Ltd.,
FORD main dealers.
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IMMEDIATE delivery Ford Popular, Ford Consul, Ford Prefect de luxe; place your order now for earliest delivery of all models; part exchanges, deferred terms, open day and night.—Shaw Motors, Ltd., 666-678, Gerrat Lane, S.W.17. Wimbledon 5031-2-3. (N4008/R)

GORDON CARS (LDN.), Ltd.,
NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater, 2971/7/76.
GORDON CARS (LDN.), Ltd., 20, North End Rd., Golders Green, N.W.11. Speedwell 4701. (0974/R)

ROWLAND SMITH'S for Ford.
IMMEDIATE delivery Zodiac, Consul, Popular, etc.
PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.22. Hampstead 6041. (N4018/R)

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CHOOSE your new Ford model now for early delivery in the New Year; Zodiac, Zephyr and Consul models from stock; hire purchase, part exchanges and first-class after sales service.
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FORD main dealers and distributors for immediate delivery of Zephyra, Zodiacs, Consul, etc. Tel. Langham 154-5. (0102/R)

RAYMOND WAT, the hire purchase specialists.
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56, Park Lane, W.1. Hyde Park 4656-374, Ealing Rd., Ealing, Middx. Perivale 3550, and S. 8, and 12, Sandway Rd., Croydon, S.E.6. Hither Green 5621. (N1066/R)

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers.
IMMEDIATE delivery of most models.—173, Westbourne Grove, W.11. Bayswater 4274. (N4035/R)

MAJOR MOTORS, Ltd., Acire Lane, Brixton S.W.2.
MAIN FORD DISTRIBUTORS; consult us for delivery of all Ford models, Brixton 6351-2-3-4. (0964/R)

OVERSEA, residents, enquiries Export Dept. Macaulay 3201. (0964/R)

MAYFAIR and West End Agents; all new Ford models.
DRIVE and try yourself a 1955 Zephyr before taking delivery from:—
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NEW Ford Prefect de luxe saloon; immediate delivery.—Briars.
NEW Consul saloon, blue with leather and heater; immediate delivery; list price.—Robbins, East Putney Tel. 7881. (N3010/R)

JOHN CONNOL, Dorchester grey, heater, list price.—Blanchley Motors, Tel. Blanchley 2. (N1937/R)

BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (0267/R)

FORD Popular, Anglia, Consul, Zephyr; immediate delivery at Smith's Motors, Dovercourt, Tel. Harwich 701. (9830/R)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St. W.1. Grosvenor 5551. (N2054/R)

1956
Garage, Westgate, nr. Chichester. Easter-ate 327.
IMMEDIATE delivery, Anglia de luxe, heater, list price.—Bones Rd. Garage, Bones Rd. (North Circular Rd.), N.11. Bones Park 2254. (N275/R)

NEW Popular saloon, black list from stock; terms, exchange.—10, Winchester Mews, N.W.3. 6159. (N1906/R)

IMMEDIATE delivery, Consul, Zephyra, Zodiacs choice of in, come at pre-Budget prices.—Sharwood Motors, 38 Uxbridge Rd., W.5 Ealing 1475. (N3062/R)

F. H. PEACOCK, Ltd., main Ford dealers.—Barnes Rd. service, combining, insurance—219-221 Balham High Rd. S.W.17. Balham 1271 (10 lines). (0098/R)

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and Service; insurance. Showrooms: 130, Sandgate Rd.; works and office: 104, Ford Rd., Folkestone 51223 (3 lines). (0464/R)

WEST LONDON MOTORS offer immediate delivery of Ford Consul and Popular saloons; all facilities.—205-209, Fulham Palace Rd., W.6. Ful. 0068. (N3552/R)

IMMEDIATE delivery pre-Budget tax, 10hp 10cvt timber-framed vans and shooting brakes; exchanges, hire purchase.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. Oldstone 2236. (N2022/R)

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CONSUL convertible, black/beige, immediate delivery, or terms up to maximum period.—Wilson Automobiles & Coachworks, Ltd., 34, Acire Lane, S.W.2 Brixton 4011. (N4085/R)

3-4th FORD.—At pre-Budget prices, new 1955 L Manual convertible, Coldwind grey, red leather and heater; exchanges, terms.—Pearson's of Liverpool, 124, Shaw St., Tel. North 1245. (N1535/R)

R. C. WIMBUSH, Ltd., Ford stockists, offer immediate delivery of the Zodiac, Zephyr and Consul saloons; part exchanges and h.p. facilities.—512, Earls Court Rd., London, S.W.5. Fromante 8401. (N4058/R)

BRITAIN and back, overseas residents visiting Britain may buy new Ford without purchase tax for use in Britain and subsequent export, delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5. England. (0458/R)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 521-2-3, offer immediate delivery Consul saloon, Dorchester grey; Consul Anglia, black and Zodiac, fawn/grey; maximum h.p. terms available by down-balance over 2 years. (N1001/R)

YOU couldn't do better than secure early delivery of your new Ford Anglia or Prefect saloon; other models available now, Consul, Zephyr, Zodiac and Squire estate car; current market value for your present car subject to inspection; please ask for list of 100 new and simply used cars. (N1001/R)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N3008/R)

AMERICAN FORD
WOOD & LAMBERT, Ltd., main dealers.
NEW Canadian Ford Customline saloon, opalescent green, suntan interior, radio and heater; at the pre-Budget price of £1,851 (including purchase tax); immediate delivery.
49, Stamford Hill, N.16 (Sta. 3434). (N314/R)

FRAZER NASH [314/R]
REQUESTS for literature to the manufacturers.—Fraser-Nash Cars, Isleworth, Middlesex Hounslow 0011. (N2015/R)

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RAYMOND WAT.
OFFICIALLY appointed distributors for this new for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £250-17, including P.T.V. immediate delivery of all colours and models from deposit.
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NEWTONS OF WEMBLEY.
EXCLUSIVE Rootes retailers, for prompt delivery all Hillman models, demonstration cars available; part exchanges, confidential credit facilities; view the Gay Look range at:—
THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall) Arnold 5252 (4 lines). (0796/R)

HATTON CROSS GARAGE offer:—
NEW Hillman special saloon, also convertible, immediate or favourable delivery.—Great South West Rd., Putnam, Putnam 2176. (N2092/R)

REGENT SERVICE GARAGE, Finchley, authorised dealers.
CONSULT us for deliveries and exchanges.—291-295, Balise Lane North Finchley, N.13. Epsom 3011-4005. (N0735/R)

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0352. (0411/R)

MEX, Huxley, etc., from stock, or within a few days.—Farriss & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. (N4100/R)

IMMEDIATE delivery, Husky dual colour list price.—Bones Rd. Garage, Bones Rd. (North Circular Rd.), N.11. Bones Park 2254. (N274/R)

SMITH AUTO CO., Ltd., Area Dealers for Rootes cars, offering immediate or favourable delivery, Hillman range, -145, London Rd., Croydon, Croydon 2115 (4 lines). (0668/R)

A. PHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of Hillman models.—Woolwich Rd. Charlton, S.E.7. Greenwich 1858. (0680/R)

NEW gay-cool Hillman ranges for 1956 now in new showrooms; early delivery of de luxe saloons, estate car and Husky.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3431-2. (N3011/R)

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WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15 distributors, County of Lancashire and part Cheshire, sales, spares, Tel. Ard. 8561-7. (0839/R)

SPINKS (TWICKENHAM), Ltd., the Hudson distributors are now booking orders for early delivery of the new Hudson Rambler and other models.
HUDSON (spares and service are available at Spinks & Heath, Twickenham), Ltd., 85-101, Heath Rd., Twickenham, Middlesex. Tel. Pop 1055-6-7-8. (0478/R)

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NEWTONS OF WEMBLEY.
EXCLUSIVE Rootes retailers for prompt delivery Hawk and Super Snipe 1956 range on view at our showrooms; demonstration cars available; part exchanges, confidential credit facilities.
THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall) Arnold 5252 (4 lines). (0796/R)

SMITH MOTORS OF DULWICH for Humber, -285, Ryve Lane, S.E.15. New Cross 6767. (0524/R)

HUMBER Super Snipe, finished in burgundy; pre-Budget price, £1,556/10/10.
HUMBER Hawk, standard saloon, blue, pre-Budget price, £1,014/0/10.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3153. (N1063/R)

IMMEDIATE delivery, Humber Hawk and Super Snipe, choice of colours; some at pre-Budget prices.
R. S. MEAD (SALES), Ltd., Area Dealers, 42, Queen St., Maidenhead 3431-2. (N3011/R)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe early delivery.—Lewisham Bridge S.E.13. Lee Green 1858. (0680/R)

HUMBER Hawk—77 Motorists (London) Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. (N3018/R)

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G. K. BALLAMY, Automobile Engineers, Alfred Place Worthing, Tel. Worthing 5769. Peugeot distributors for Sussex and South Coast. (1300)
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DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent) 127, High St., Croydon. Tel. Croydon 7217/7217 (0591/R)

PONTIAC

PONTIAC, U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Plaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0950/R)

PORSCHÉ

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—123-151, Old Brompton Rd. & W.7. Fremantle 9722. (0925/R)
SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Lalewath, Middlesbrough 0011. (N2015)

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ROWLAND SMITH'S for Reliant 3-wheeler. IMMEDIATE delivery; coupe model, choice of colour. PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4016)

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RAYMOND WAY, FOR your Renault 750cc saloon for immediate delivery on 14 deposit.—Kilburn Bridge, N.W.6. Madeira Vale 6054. Open to 9 p.m. 6 days a week. (0777/R)

FRED GUY for new Renaults immediate delivery; terms and exchanges.—108, King St., W.6. River 5181. (0085/R)

NEW 8.5 utility, in grey, 47 m.p.g., economical little engine, £100 under list price; £597, h.p. deposit £100 balance 24 months.—R.V. 2391. (1077/R)

750cc demonstrator at Ruddy of Worthing; quick deliveries; specialised service; terms, exchanges. Adjacent Central Station, Worthing 7774. (0907/R)

RENAULT sales and service, immediate delivery of 750 cc saloons in all colours; h.p. arranged. —Wichey & Son, 55-73, Cadogan Lane, London, S.W.1. Gloane 4120. (0106/R)

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—41, West Rd., Brentford, Middlesex. Baiting 8941. (N504)

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WILSONS AUTOMOBILES and COACHWORKS, Ltd., 1, Dorking Rd., Epsom, Epsom 3001. (N4085/R)

COOK'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Prégate in stock available for demonstration; generous part exchanges and terms. (N504)

COOK'S MOTORS, Choudell St., Leicester. Tel. 60519. (N1020)

DENHAM SERVICE STATION (distributors for Bucks) for new Renault 750 and 2-litre models; demonstrations available.—Tel. Denham 2266. Part-exchanges welcomed; finance terms arranged. (N1070)

UTY SALES (LONDON), Ltd., North London distributors for Renault; can give early delivery of the 2-litre Prégate and 750 saloons; we give the best in sales and service.—59-65, Bolzale Rd., N.W.6. Tel. MAI. 5555. (0110/R)

RILEY

EPHOM, THE WOODCOTE MOTOR CO., Ltd. RILEY Retail Dealers. (0661/R)

RILEY'S—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301. (N5016)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 8, Albemarle St., W. Grosvenor 8531. (N2024/R)

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. (0107/R)

FOR immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Denham 2266. Part-exchange welcomed. Finance terms arranged. (N1070)

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CAR MART, Ltd., OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration available. (N1059/R)

CAR MART, Ltd., 323, Euston Rd., N.W.1. Euston 1213. (N1059/R)

GLOUCESTER HOUSE, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (N1059/R)

GOOSE, Ltd., Northampton. OFFICIAL Rolls-Royce retailers. SHOWROOMS and service. (N520/R)

MAREPAIR, Northampton. Tel. 31669. (N520/R)

DAVID ROSENFELD, Ltd., OFFICIAL Rolls-Royce and Bentley retailers. SHOWROOMS: 28/48, Peter St., Manchester. 2. Denagete 6971. SERVICE Station, Chesham Hill Rd., Manchester. S. Tel. 33a 3302. (0561/R)

ROLLS-ROYCE

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office: 1-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 4622. (0139)

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

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HENLYS, England's leading Motor Agents. ROVER distributors. (0154/R)

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BROWN & MALLALUE, Ltd., Church St., Slacks. 200, Oxford Rover dealers. (0251/R)

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CROYDON MAIN AGENTS, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tel. 1222. (0063/R)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 8, Albemarle St., W. Grosvenor 8531. (N2024/R)

T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0912/R)

NORTHAMPTONSHIRE and North Bucks.—Grose & Co., Ltd., 100, Watford 4026. (0251/R)

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IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kingston 8104. (N4035)

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3016)

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STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (0451/R)

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222hp, 224hp, 226hp, 228hp, 230hp, 232hp, 234hp, 236hp, 238hp, 240hp, 242hp, 244hp, 246hp, 248hp, 250hp, 252hp, 254hp, 256hp, 258hp, 260hp, 262hp, 264hp, 266hp, 268hp, 270hp, 272hp, 274hp, 276hp, 278hp, 280hp, 282hp, 284hp, 286hp, 288hp, 290hp, 292hp, 294hp, 296hp, 298hp, 300hp, 302hp, 304hp, 306hp, 308hp, 310hp, 312hp, 314hp, 316hp, 318hp, 320hp, 322hp, 324hp, 326hp, 328hp, 330hp, 332hp, 334hp, 336hp, 338hp, 340hp, 342hp, 344hp, 346hp, 348hp, 350hp, 352hp, 354hp, 356hp, 358hp, 360hp, 362hp, 364hp, 366hp, 368hp, 370hp, 372hp, 374hp, 376hp, 378hp, 380hp, 382hp, 384hp, 386hp, 388hp, 390hp, 392hp, 394hp, 396hp, 398hp, 400hp, 402hp, 404hp, 406hp, 408hp, 410hp, 412hp, 414hp, 416hp, 418hp, 420hp, 422hp, 424hp, 426hp, 428hp, 430hp, 432hp, 434hp, 436hp, 438hp, 440hp, 442hp, 444hp, 446hp, 448hp, 450hp, 452hp, 454hp, 456hp, 458hp, 460hp, 462hp, 464hp, 466hp, 468hp, 470hp, 472hp, 474hp, 476hp, 478hp, 480hp, 482hp, 484hp, 486hp, 488hp, 490hp, 492hp, 494hp, 496hp, 498hp, 500hp, 502hp, 504hp, 506hp, 508hp, 510hp, 512hp, 514hp, 516hp, 518hp, 520hp, 522hp, 524hp, 526hp, 528hp, 530hp, 532hp, 534hp, 536hp, 538hp, 540hp, 542hp, 544hp, 546hp, 548hp, 550hp, 552hp, 554hp, 556hp, 558hp, 560hp, 562hp, 564hp, 566hp, 568hp, 570hp, 572hp, 574hp, 576hp, 578hp, 580hp, 582hp, 584hp, 586hp, 588hp, 590hp, 592hp, 594hp, 596hp, 598hp, 600hp, 602hp, 604hp, 606hp, 608hp, 610hp, 612hp, 614hp, 616hp, 618hp, 620hp, 622hp, 624hp, 626hp, 628hp, 630hp, 632hp, 634hp, 636hp, 638hp, 640hp, 642hp, 644hp, 646hp, 648hp, 650hp, 652hp, 654hp, 656hp, 658hp, 660hp, 662hp, 664hp, 666hp, 668hp, 670hp, 672hp, 674hp, 676hp, 678hp, 680hp, 682hp, 684hp, 686hp, 688hp, 690hp, 692hp, 694hp, 696hp, 698hp, 700hp, 702hp, 704hp, 706hp, 708hp, 710hp, 712hp, 714hp, 716hp, 718hp, 720hp, 722hp, 724hp, 726hp, 728hp, 730hp, 732hp, 734hp, 736hp, 738hp, 740hp, 742hp, 744hp, 746hp, 748hp, 750hp, 752hp, 754hp, 756hp, 758hp, 760hp, 762hp, 764hp, 766hp, 768hp, 770hp, 772hp, 774hp, 776hp, 778hp, 780hp, 782hp, 784hp, 786hp, 788hp, 790hp, 792hp, 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NEW exchange shock absorbers, replacement links
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MANY other garages in all counties; £4,000-£120,000.
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GARAGE, main road, situated Merseyside, just 12 months old, consisting of repair shop approximately 70ft x 65ft, fitted all modern equipment, including Olympic freehold plant, etc.; stores approximately 25ft x 15ft; paint-spraying shop, showroom to accommodate 14 cars; two self-contained flats over buildings, petrol station, office and a pump; lease frontage 210ft, with one acre of land for further development; first year's turnover approximately £200,000, which includes petrol sales, repairs, car sales and accessories; sales, service, petrol and petrol sales approximately 1,200 gallons per week; assessed at being over 200,000 gallons site, genuine reason for sale; very substantial mortgage available.—Enquiries, by principles only to Box 8066. (1942)

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 16-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1964.

A. ARMSTRONG SIDDELEY MOTORS, motor car division, require 2 outside representatives for:—
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COST and invoice clerk for motor repairs, central London, good opportunity for fully experienced man; write in confidence.—Box 8518. (M1024)

TESTER with previous road-testing experience required by Jack Barclay, at their service works, Danvers St., Chelsea, S.W.3. (M1028)

FORD main dealer requires parts manager.—Apply, giving full details of experience, to Oranham Motor Co., Ltd., London Rd., Cranham 19342. (1942)

FORD main dealers (vehicle and tractor) require an experienced works receptionist with knowledge of coding repairs.—Apply, Graham & Co. (Decker) Ltd., Trinity St., Doncaster. (1978)

SITUATIONS VACANT

EXPERIENCED representatives wanted for Tyre Distributor in Hertford area, knowledge of locality useful; pensionable position; car supplied.—Apply Box 3072. (1962)

FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for right man; apply giving fullest particulars.—Box 8069. (1942)

CAR Salesmen of highest integrity and proved ability in selling cars, progressive post.—Write, giving full details of experience and remuneration required.—Westlake Motors (Walsfield), Ltd., 100, House, Wakefield. (1906)

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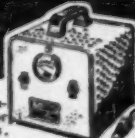
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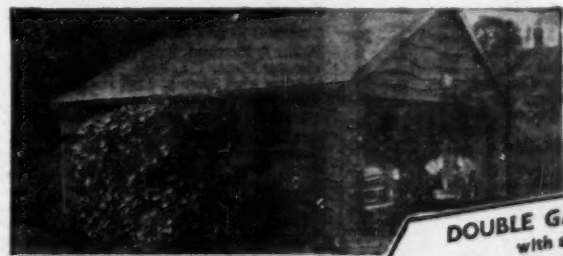
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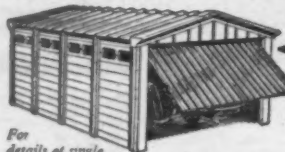
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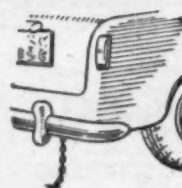
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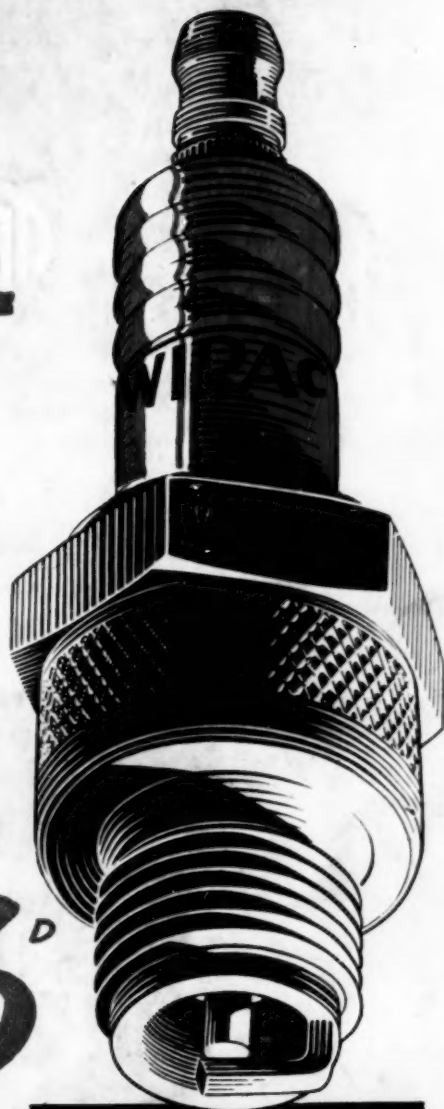
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